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FINAL ENVIRONMENTAL IMPACT REPORT

VOLUME 1 COMMENTS, RESPONSES, AND ERRATA

**DOUGHERTY VALLEY GENERAL PLAN AMENDMENT,
SPECIFIC PLAN, AND RELATED PROJECTS**

COUNTY FILE #2-91-SR

SCH #91053014

November 1992

Table XIII (cont'd)

**Future Intersection Conditions
A.M. Peak Hour**

Node No.	North-South Street	East-West Street	Year 2000				Year 2010				Cumulative			
			No Project		With Project		No Project		With Project		No Project		With Project	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
2291	S.P. R.O.W.	Dublin Extn.	0.42	A	0.59	A	1.00	E	1.10	F	0.96	E	1.18	F
2301	San Ramon Rd.	Dublin Blvd.	0.49	A	0.50	A	0.66	B	0.88	D	0.55	A	0.53	A
2307 ^b	Dougherty Rd.	Dublin Blvd.	0.74	C	0.84	D	0.81	D	0.99	E	0.93	E	1.03	F
2308	Dougherty Rd.	I-580 WB Off	0.58	A	0.63	B	0.60	A	0.62	B	0.65	B	0.69	B
2309	Hopyard Rd.	I-580 EB Off	0.59	A	0.64	B	0.76	C	0.80	C	0.95	E	1.03	F
2322	Tassajara Rd.	I-580 WB Off	0.50	A	0.48	A	0.61	B	0.61	B	0.84	D	0.84	D
2323	Santa Rita Rd	I-580 EB Off	0.58	A	0.57	A	0.70	B	0.71	C	0.77	C	0.78	C
2383	Fallon Rd.	Dublin Extn.	0.82	D	0.75	C	0.98	E	1.00	E	1.56	F	1.47	F
2384	Tassajara Rd.	Dublin Extn.	1.28	F	1.15	F	1.31	F	1.41	F	0.98	E	0.95	E
2385	Hacienda Dr.	Dublin Extn.	0.89	D	0.90	D	1.00	E	1.00	E	1.12	F	1.16	F
2386	Hacienda Dr.	I-580 WB Off	0.41	A	0.42	A	0.62	B	0.62	B	0.87	D	0.86	D
2387	Hacienda Dr.	I-580 EB Off	0.33	A	0.33	A	0.64	B	0.65	B	0.82	D	0.81	D
2507	Dougherty Rd.	S. Bollinger	0.18	A	0.51	A	0.46	A	0.80	C			0.75	C
2514	Tassajara Rd.	Fallon Extn.	0.85	D	0.84	D	1.24	F	1.15	F	1.35	F	1.33	F
2522	Camino Tass.	Windemere Pkwy							0.72	C			0.81	D
2601	Bollinger Cyn	E. Branch Rd.							0.43	A			0.49	A
2602	Bollinger Cyn	Windemere Pkwy			0.17	A			0.46	A			0.55	A
2604	East Branch Rd	Windemere Pkwy							0.45	A			0.71	C

Notes: LOS = Level of Service

V/C = Volume-to-Capacity Ratio

Refer to Appendix E for LOS work sheets

b. Calculation assumes one additional through lane NB and SB as part of the Dougherty Road widening project.

ERRATA SHEET

Volume 2 - Revised Appendix D: *Dougherty Valley Specific Plan Traffic Study*
(October 29, 1992), TJKM Transportation Consultants

Final Environmental Impact Report
Dougherty Valley General Plan Amendment,
Specific Plan, and Related Projects

1. Cumulative Project Impacts, page 44. There are only five intersections that will degrade to unacceptable levels with the full development of the Dougherty Valley project. The intersection of Tassajara Road/Windemere Parkway was incorrectly identified as being a sixth impacted intersection. This has been corrected in the Final EIR (Volume 1) Errata - Attachment 2, Chapter 6, Circulation.
2. Table VI, Land Use Growth Forecast for the Tri-Valley Jurisdictions. This table incorrectly lists the number of employees for Dougherty Valley in 2000, 2010 and Cumulative conditions. The correct number of employees assumed for the analysis is 1,650 for the year 2000, 3,300 for the year 2010, and 1,650 for the cumulative condition. This information is correctly shown in Table 6-3 of the Final EIR (Volume 1) Errata - Attachment 2, Chapter 6, Circulation.
3. Table XIII, Future Intersection Conditions A.M. Peak Hour. The second page of this table was not bound into the volume. This second page of the table is attached. This table was correctly reproduced as Table 6-10 of the Final EIR (Volume 1) Errata - Attachment 2, Chapter 6, Circulation.
4. Table XVIII, Study Intersection Future Mitigations, page 58. The mitigation measures for intersection number 2265, Dougherty Road at Old Ranch Road under Cumulative With Project volumes should be added to this table. No mitigation measures are required for any other scenarios. This mitigation measure is to widen Dougherty Road between Old Ranch Road and South Bollinger Canyon Road. This measure will provide a morning peak hour LOS B (v/c 0.69) and evening peak hour LOS A (v/c 0.54) with Cumulative With Project volumes. The calculation work sheet for this mitigation is included in Appendix D-9 (Appendix H), Mitigated Level of Service Calculations.

Final
Environmental Impact Report

Volume 1
Comments, Responses, and Errata

Dougherty Valley General Plan Amendment,
Specific Plan, and Related Actions


County File #2-91-SR

State Clearinghouse #91053014

Contra Costa County
Community Development Department
651 Pine Street, 4th Floor - North Wing
Martinez, CA 94553-0095
Contact: James W. Cutler
Phone: 510/646-2035

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Chapter A. Introduction

PURPOSE AND FORMAT OF THE FINAL ENVIRONMENTAL IMPACT REPORT

This final environmental impact report (Final EIR) has been prepared to respond to comments received by Contra Costa County on the Draft Dougherty Valley General Plan Amendment, Specific Plan, and Related Actions Environmental Impact Report (June 1992). After completion of the Draft EIR, Contra Costa County is required to consult with, and obtain comments from, public agencies having jurisdiction by law with respect to the proposed project and to provide the public with opportunities to comment on the Draft EIR. The County is also required to respond to comments raised during the consultation and public review period concerning significant environmental impacts associated with the project (California Environmental Quality Act [CEQA] Guidelines Sections 15087 and 15088). The Draft EIR was circulated for public review on June 8, 1992, and the review period closed on August 4, 1992.

This document has been prepared in the form of an "attachment or addendum" to the Draft EIR as allowed by Section 15146(b) of the State CEQA Guidelines. This document consists of two volumes: one volume contains the comments received on the Draft EIR, the responses, and an Errata and the second volume is the revised Appendix D, the Dougherty Valley Specific Plan Traffic Study.

This document, together with the Draft EIR (herein incorporated by reference) constitute the Final EIR. The Draft EIR should be referenced as needed in conjunction with the use of this document.

This Final EIR contains the following elements:

- the Draft EIR (dated June 1992 and bound separately);
- a list of persons, organizations, and public agencies commenting on the Draft EIR (Volume 1 of Final EIR);
- copies of written comments and a summary of verbal comments made at special public hearings held by the Contra Costa County Zoning Administrator on July 13 and July 20, 1992, with each comment identified by number (Volume 1 of Final EIR);
- responses to the numerically identified comments (Volume I of Final EIR);

- an errata that clarifies and corrects the text of the Draft EIR in response to comments, including revised portions of the Draft EIR (Volume 1 of Final EIR);
- revised Appendix D, Dougherty Valley Specific Plan Traffic Study (Volume 2 of Final EIR); and
- revised Table 2-1, "Summary of Project Impacts and Mitigation Measures."

This document does not include the proposed environmental impact findings and mitigation monitoring program, which will be adopted by the County Board of Supervisors as part of the Final EIR's certification before the project may be approved (Public Resources Code Section 21081.6 and Guidelines 15091 [a][1]).

PROJECT DESCRIPTION

This Final EIR does not include a revised project description because the project has remained essentially unchanged from the description contained in the Draft EIR. However, in response to a large number of comments concerning the scope of the project, aspects of the project description are discussed below.

The project analyzed in this EIR is the Dougherty Valley general plan amendment, specific plan, and related actions. The "related actions" included in the project are the additional approvals necessary for the development described in the specific plan to proceed. These include development agreements, preliminary and final development plans, tentative and final subdivision maps, and the other approvals listed on page 1-9 and pages 3-7 to 3-29 of the Draft EIR.

This EIR may serve as the first level of a "tiered" EIR as described in Section 21068.5 of CEQA and Section 15152 of the State CEQA Guidelines. Although the EIR has been prepared to cover the entire "project" (as described above), only the more general land use approvals for Dougherty Valley (i.e., the general plan amendment, specific plan, preliminary development plans, and development agreements) were drafted and available for review as the EIR was being prepared. The EIR has been prepared with sufficient specificity to analyze the impacts of those more general approvals. As subsequent applications are received by the County, initial studies will be conducted to determine whether this EIR is sufficient for those approvals. Because those subsequent approvals have not yet been prepared, any attempt at a precise determination of whether those impacts are adequately covered by this EIR would be speculative at this time.

Because of the general nature of the approvals received as the EIR was being prepared, some of the more specific infrastructure phasing and development aspects of the project were not able to be addressed in great detail in the EIR. Mitigation of the environmental impacts associated with approvals now before the County does not require a phasing plan. However, phasing issues will be addressed by conditions for the preliminary development plan approval that will limit the timing of development to the financing and availability of public services and infrastructure. The mechanism or program for such

limitations would be approved prior to County consideration of final development plans for Dougherty Valley.

REVISED DOUGHERTY VALLEY SPECIFIC PLAN TRAFFIC STUDY

Volume two of this document is a revision to Appendix D, Dougherty Valley Specific Plan Traffic Study. The Traffic Impacts and Mitigation sections and appendices fully replace those portions of the previous report. These chapters were revised in consideration of comments received on the Draft EIR. Several key issues were addressed as part of the new traffic forecasts, impact analysis, and mitigation measures, including the following:

- The traffic model forecasts were made using the approved Land Use Information System (LUIS) data available from the Contra Costa Transportation Authority (CCTA). This final land use data (June 5, 1992) was developed by Economic and Planning Systems for the CCTA and supersedes our previous data from February. This data set will also be used by the forthcoming Tri-Valley Model. As directed by County staff, the land use forecasts were revised to fully show the proposed project and to delete any new growth in the Tassajara Valley for 2000 and 2010. The Tassajara Valley forecast in the cumulative section remains the same as in the Draft EIR.
- Traffic forecasts to and from external areas outside the Bay Area were adapted to the procedures used for the Tri-Valley Model. Specifically, work trips were imported from adjacent counties not included in the previous Dougherty Valley Model, which fundamentally altered the inter-county trip distribution and the freeway mainline forecasts.
- An additional 18 study intersections were added to the impact and mitigation analysis to provide a broader study area as requested by several local cities.
- Manual adjustments to the traffic forecasts were made to comply with the CCTA's Technical Procedures Guidelines and more closely represent actual traffic volume conditions on congested facilities.

Overall, the breadth of the Traffic Impacts and Mitigation sections has been expanded to capture the issues discussed above, and to clarify the presentation of the information. Several of the tables from the June 4 report have been combined and reformatted for clarity. This is particularly true for the intersection mitigation table (Table XVIII), which now clearly indicates the mitigation measures and resultant LOS conditions for each affected study scenario.

The results of this revision to the traffic study have been incorporated as changes to Draft EIR Chapter 6, "Circulation." Revised Chapter 6 is included as Attachment 2 of the Errata and supersedes that portion of the Draft EIR in its entirety.

Because the air quality and noise analyses depended on traffic information, these topics were also comprehensively re-analyzed, using preliminary results of the revised traffic study. Responses to comments and the Errata contain the applicable results for air quality and noise impacts.

Chapter B. Comments and Responses

INTRODUCTION

This chapter contains a list of persons, organizations, and public agencies commenting on the Draft EIR. This list is followed by copies of written comments and a summary of verbal comments made at special public hearings held by the Contra Costa County Zoning Administrator on July 13 and July 20, 1992, with each comment identified by number. Each comment letter or comment summary is followed by responses to the numerically identified comments. Responses that state that a change to the Draft EIR has been made refer to the Errata (Chapter C of this document), in which these changes are contained.

List of Persons, Organizations and Public Agencies Commenting on the Draft EIR

Letter #	Date	Author	Affiliation
1	07/24	Christin Kinne	Office of Planning and Research
2	07/22	Gary Adams	Caltrans
	08/23	Gary Adams	Caltrans
3	07/21	Stephen Berger	California Regional Water Quality Control Board
4	08/14	Christine Kinne	Office of Planning and Research
5	08/04	Phil Wong	City of San Ramon
6	07/30	Phil Agostini	City of San Ramon
7	08/03	Beverly Lane	Town of Danville
8	07/16	Laurence Tong	City of Dublin
9	08/04	Lee Thompson	City of Dublin
10	06/22	Joseph Doser	Contra Costa County Health Services
11	08/03	Anne Marie Gold	Contra Costa County Library
12	08/03	W.G. vanGelder	City of Pleasanton
13	08/04	Adolph Martinelli	Alameda County Planning Department
14	07/23	Natalie Fay	City of Walnut Creek
15	07/27	John Templeton	City of Concord
16	07/31	Susan Frost	City of Livermore
17	07/06	Annamaria Perrella	LAFCO
18	08/04	John Lampe	East Bay Municipal Utilities District
19	08/03	Bert Michalczyk	Dublin San Ramon Services District
20	07/30	Robert Jensen	Contra Costa Community College District
21	07/15	James O'Connor	San Ramon Valley Unified School District
22	07/31	Richard Probert	San Ramon Valley Fire Department
23	08/04	Russel Leavitt	Central Contra Costa Sanitary District
24	07/30	Mildred Greenberg	Tri-Valley Transportation Council
25	08/03	Dennis Fay	Alameda County Congestion Management Agency
26	08/03	Richard Heggie	Southwest Area Transportation Committee
27	08/04	Milton Feldstein	Bay Area Air Quality Management District
28	08/04	Martin Engelmann	Contra Costa Transportation Authority
29	07/16	Robert McCleary	Contra Costa Transportation Authority
30	07/23	Joan Rushton	Contra Costa Flood and Water Conservation District
31	07/28	T.H.Lindenmeyer	East Bay Regional Park District
32	07/30	Vincent Wong	Alameda Flood and Water Conservation District
33	08/03	Dave Gregory	PG&E
34	07/23	Wayne White	U.S. Fish and Wildlife Service
35	08/04	Daniel Cardoza	Plumbers and Steamfitters Local 159
36	07/15	Marc Mazer	Alamo Improvement Association
37	08/04	M. Thomas Jacobson	for Shapell Industries
38	08/04	R. Clark Morrison	for Windemere Ranch Partners
39	08/04	Nolan Sharp	Tassajara Valley Property Owners Association
40	08/03	Karina O'Connor	Systems Applications International

List of Persons, Organizations and Public Agencies Commenting on the Draft EIR

Letter #	Date	Author	Affiliation
41	07/15	Linda Bushaw	SAVE OUR HILLS
42	07/20	Brodbeck, rep for	CT Road Improvements
43	07/13	Mark Goldberg	Crow Canyon Estates Association
44	07/20	Mark Goldberg	Crow Canyon Estates Association
45	07/15	Mark Evanoff	Greenbelt Alliance
46	07/20	A. B. McNabney	Mt. Diablo Audubon Society
47	08/04	Malcolm Sproul	LSA Associates
48	08/03	Gary Gibbs	Gibbs and Associates
49	08/04	June Harrison	Kids Country – Child Care Alliance
50	08/04	Daniel Bucko	Robert Muir Graves Golf Course Design
51	08/06	Brian Ghielmetti	Signature Properties
52	08/02	Jim Blickenstaff	
53	07/17	Lucy McMillan	
54	07/12	Gayle Bishop	
55	07/20	A. H. Beyer	
56	07/31	John Chapman	
57	07/19	Sam Shahidekfar	
58	07/17	Vicki Glockner	
59	07/20	Robert Charbonneau	
60	07/20	Ray Taylor	
61	07/21	Art & Jan McAde	
62	07/22	Harold Bretches	
63	07/30	Barbara Hare	
64	07/31	Sheila Sedlachek	
65	07/31	David Tamblyn	
66	08/04	V.M.Jinny Fahey	
67	08/03	David & Lynn Jesus	
68	08/04	Don Copland	
69	07/13	Zoning Administrator	Public Hearing in Martinez
70	07/20	Zoning Administrator	Public Hearing in San Ramon

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

Jul 24, 1992

JIM CUTLER
CONTRA COSTA COUNTY COMMUNITY DEVELOPMENT
651 PINE STREET
MARTINEZ, CA 94553Subject: DOUGHERTY VALLEY GPA AND SPECIFIC PLAN
SCH # 91053014

Dear JIM CUTLER:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation. These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Michael Chiriatti at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Christine Kinne
Christine Kinne
Acting Deputy Director, Permit Assistance

Enclosures

cc: Resources Agency

RECEIVED
JUL 27 PM 2:38
DEVELOPMENT



CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

SAN FRANCISCO BAY REGION

1101 WEBSTER STREET, SUITE 600
OAKLAND, CA 94612Phone: (510) 464-1248
FAX: (510) 464-1300

July 21, 1992

File No. 2118.04(SLB)

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

7/24
(E)

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT
DOUGHERTY VALLEY GENERAL PLAN, SPECIFIC PLAN & RELATED ACTIONS
SCH# 91053014

State Clearinghouse:

We reviewed the Draft EIR for the above project and have the following concerns and comments:

1. On pages 3-28 and 10-5, the function of the Regional Water Quality Control Board relating to this project is noted. It should be mentioned in the Final EIR that the Regional Board will issue a municipal stormwater NPDES permit to all of Contra Costa County, which will cover the project area, contrary to the statement on page 10-5.

Also, this project will require an NPDES construction stormwater permit issued by the State Water Resources Control Board. The general permit is expected to be adopted this summer, with an effective date of October 1, 1992.

2. It is stated on pages 3-28 and 11-8 that a Corps of Engineers 404 permit will be required. The Regional Board must certify that the Corps permit will comply with water quality standards, or waive such certification. If not waived, the certification can be granted or denied. If two or more acres of wetlands are affected, the certification must be voted on by the Regional Board in a public hearing. Less than two acres can be handled administratively.
3. The wetlands delineation mentioned on page 11-8 should give the total acreage of each type of wetland and how many acres of each type of wetland would be affected by each project alternative.

The Final EIR should note the Regional Board's Wetland Fill Policy, which requires no net loss of wetland acreage and no net loss of wetland value. Also, mitigation will be required, preferably in-kind and on-site with no net destruction of habitat value.

If you have any questions, please contact me at (510) 464-0646.

Sincerely,

Stephen L. Berger

Stephen L. Berger
Associate Engineer

cc: Jim Cutler
Contra Costa County Community Development Department
651 Pine Street, North Wing, 4th Floor
Martinez, CA 94553-0095

LETTER NO. 1

Notice of Completion

Appendix F

See NOTE below

Mail to: Sans Charinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/443-0813

SCN # 21052014

Project Title: Dougherty Valley General Plan, Specific Plan & related Actions, File #27-91-SR
 Lead Agency: Contra Costa County Community Develop. Dept. Contact Person: Jim Outler
 Street Address: 651 Pine Street, North Wing - 4th Floor Phone: (510) 646-2035
 City: Martinez Zip: 94553-0095 County: Contra Costa

Project Location:
 County: Contra Costa City/Township: San Ramon
 Cross Street: Dougherty Road and Camino Tassajara Total Acres: 6,000
 Assessor's Parcel No.: Various Section: Twp. T2S Range N1W Beam USGS
 Within 2 Miles: San Ramon & I-580 & I-680 Waterways:
 Adjacent: Subdivisions:

Document Type

CSQA: ☐ MGP ☐ Supplemental/Revised ☐ NEPA: ☐ MGS ☐ Other ☐ Info Document
☐ Early Draft ☐ EIS (Prior SCN No.) ☐ EA ☐ Final Document
☐ Map Data ☐ Other ☐ Draft EIS ☐ Other
☐ Draft EIS ☐ FONSI

Land Action Type

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Amendment
☐ General Plan Amendment ☐ Master Plan ☐ Process ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ General Permit
☐ Community Plan ☐ Site Plan ☐ Land Use/Development ☐ Other

Development Type

☐ Residential: Units 11,000 Acres 2,400 ☐ Water Pollution Type MGD
☐ Office: Sq. Ft. Acres Employees ☐ Transportation Type NEW ROADS
☐ Commercial: Sq. Ft. 80,000 Acres 40 ☐ Mining: Mineral
☐ Industrial: Sq. Ft. Acres Employees ☐ Power:
☐ Educational: Seven (7) schools ☐ Waste Treatment Type
☐ Recreational: several parks ☐ Hazardous Waste Type
☐ Other:

Project Issues Documented in Document

☐ Aesthetics/Visual ☐ Forest Protection ☐ Subdivisions/Unincorporated ☐ Water Quality
☐ Agricultural Land ☐ Forest Land/Use Hazard ☐ Special Systems ☐ Water Supply/Conservation
☐ Air Quality ☐ Geologic/Seismic ☐ Swamp Capacity ☐ Wetlands/Impacts
☐ Archaeological/Historic ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Wildlife
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ General Interest
☐ Drainage/Advocacy ☐ Population/Housing Balance ☐ Land Use ☐ Cumulative Effects
☐ Socioeconomic/Info ☐ Public Services/Utilities ☐ Traffic/Conduits ☐ Other
☐ Forest ☐ Socioeconomic/Info ☐ Vegetation

Project Land Use/Zoning/General Plan Use: Agricultural lands - zoned A-80

Project Description: This is for a planned community of 6,000 acres located to the east of the City of San Ramon in the Dougherty Valley on both sides of Dougherty Valley Road. The site runs from the San Ramon city boundary on the north, and south to the Alameda County boundary. A general plan amendment, specific plan, rezoning, sphere of influence changes annexations and related applications shall be covered in this file. The project would allow up to 11,000 dwelling units, a commercial center and substantial open space areas.

LEASINGHOUSE CONTACT: (916) 443-0813

STATE REVIEW BEGAN: 6-9-92

EPT REV TO AGENCY: 7-17

SCN REV TO SCN: 7-22

CS COMPLIANCE: 7-24

PLEASE NOTE SCN NUMBER ON ALL COMMENTS

PLEASE FORWARD LATE COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY

BJ/APCD: 2 (Resources: 6.13)

Contra Costa

*2 = sent by lead 1.00 = sent by SCN

- 1-1 This comment acknowledges the end of the public review period and indicates the state agencies that were sent copies of the Draft EIR. Of the agencies listed, only Caltrans District 4 sent comments.
- 1-2 This comment acknowledges the County's compliance with State Clearinghouse review requirements. No response is necessary.

DEPARTMENT OF TRANSPORTATION

BOK 7310
SAN FRANCISCO, CA 94170
(415) 973-4444

July 22, 1992

Fil 4:26

CC-680-R2.89

SCH# 91053014

CC680211



Mr. Jim Cutler
Contra Costa County Community Development
651 Pine Street
Martinez, Calif. 94553

RE: Draft Environmental Impact Report (DEIR) for the DOUGHERTY VALLEY GENERAL PLAN, SPECIFIC PLAN & RELATED ACTIONS, FILE #2-91-SR: A planned community of approximately 6,000 acres located to the east of the City of San Ramon in the Dougherty Valley on both sides of Dougherty Valley Road and West of Interstate 680.

Dear Mr. Cutler:

The California Department of Transportation (Caltrans) has reviewed the above referenced document and forwards the following comments:

REGIONAL TRAFFIC IMPACT/MITIGATION

This project proposes 11,000 homes (105,050 new trips). The DEIR does make a number of specific recommendations for improvements to the local circulation system. However, the document admits that state facilities will be operating at a LOS F even without this project (Table 2-1, page 9). With the project scenario, insufficient responsibility is accepted for project generated trips onto state facilities (i.e., Interstate 580 & 680) by the project proponent.

Mitigation given in Chapter 6.3 conveys the expectation that the counties will assume responsibility of the measures listed. Further analysis is required to verify if those mitigations (which are already proposed) can reduce demand enough to mitigate the tremendous impact of this proposal. Please note that no major improvements are proposed for Interstate 580 & 680, and that financial participation is limited to measure C. The developers direct contribution to the mitigation must be identified. The addition of this much new traffic, even if fully funded, will still have a significant impact on the region.

TRAFFIC ANALYSIS

Please correct the Arrowmark for 15,000 traffic Volumes (North of Crow Canyon Road on Interstate 680) which should point at San Ramon Valley Boulevard (Please see Figure 6-3 on Page 6-5).

Cutler/CC680211

July 22, 1992

Page 2

The traffic model should include, in addition to the year 2010, a scenario for year 2000 and discuss the impact with and without the project on the main lines, the major interchanges, and intersections in the project area.

The operational analysis should include 8 lanes (6 lanes plus 2 HOV lanes) for Interstate 680 and 8 lanes for Interstate 580 in the year 2000 and 2010 with or without the proposed project.

It appears that the operational analysis for Interstate 680 between Diablo Road and Crow Canyon Road is based on 10 lanes (See table 6-8), but the discussions on page 6-27 and Figure 6-5 refer only to 8 lanes, this seems inconsistent. Please explain why 10 lanes were assumed for Interstate 680. Also, address it in the "Planned Roadway Improvements" section on page 6-27.

AIR QUALITY

On pages 7-1 to 7-12 the proposed plan, plan amendment and related actions would affect transportation facilities. Therefore, the Metropolitan Transportation Commission's (MTC) Resolution 2270 should be addressed in the setting and impacts section.

On pages 7-5 to 7-24 the air quality study should also include an air quality analysis for an interim year such as 1995 or 2000 as required by MTC Resolution 2270.

On page 7-13, paragraph 3 instead of a wind speed of 0.5 meter per second and a stability class G, Caltrans District 4 uses and recommends a wind speed of 1.0 meter per second and a stability class F.

On page 7-13, last paragraph explain why estimates of SO_x were not done.

On page 7-15, first Key Assumption; one pound per day seems low as a threshold for significant air quality impact. None of the proposed uses in the plan for Dougherty Valley would meet this threshold according to table 7-4. This criterion should be rechecked. If 1 pound per day is correct, only a no project alternative would seem feasible.

NOISE

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centerline in each direction is typically used. For facilities in which truck traffic uses the slow lanes, the centerline of the truck lanes and the centerline of the remaining lanes in each direction should be used. We recommend that the traffic noise predictions be rerun where necessary.

12
(cont.)

ENERGY

Appendix A, Pages 16 and 21 indicate that the construction and operation of the project will make a substantial contribution to area demand for energy and that this impact will be addressed in a focused environmental impact report. No discussion of this impact is found anywhere in the DEIR. The DEIR should address the impact of this project on electricity and natural gas usage, vehicular fuel usage, and construction energy use.

13

The DEIR should also discuss any measures already enacted, or actions to be taken in conjunction with this project by Contra Costa County to insure efficiency in the use of energy and conservation of resources.

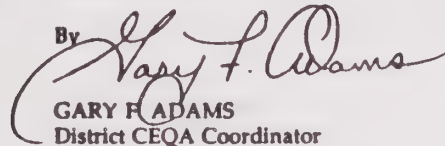
14

We appreciate the opportunity to work with you on this project and wish to continue close correspondence on its development. We welcome the opportunity to meet with your planning and public works staff to discuss this project. Should you have any questions regarding these comments, please feel free to contact Joe Aguilar of my staff at (415) 904-9641.

Sincerely,

PRESTON W. KELLEY
District Director

By


GARY F. ADAMS
District CEQA Coordinator

cc: Mike Chiriat, State Clearinghouse
Susan Pultz, MTC
Sally Germain, ABAG

SEP-09-1992 11:21 FROM CCC COMMUNITY DEVELOPMENT TO

919167373030 P.001/002

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION

BOX 7310
SAN FRANCISCO, CA 94120
(415) 973-4444

SEP-11 10:46
August 28, 1992

DEVELOPMENT DEPT

CC-680-R2.89
SCH# 91053014
CC680211



Mr. Jim Cutler
Contra Costa County Community Development
651 Pine Street
Martinez, Calif. 94553

RE: Draft Environmental Impact Report (DEIR) for the DOUGHERTY VALLEY
GENERAL PLAN, SPECIFIC PLAN & RELATED ACTIONS, FILE #2-91-SR.

Dear Mr. Cutler:

This is an addendum to our July 22, 1992 letter. We have further reviewed the document and forward the following comments:

- 1) Correction to figure 6-4, Existing Transit Service, on Page 6-14. Dublin Boulevard is on the south side of Amador Valley. There is no connection between these boulevards. 15
- 2) Correction to Figure 6-5, Planned Roadway Improvements, Page 6-17. Interstate (I)-580/680 Future Improvements will begin in 1996 according to current schedule. 16
- 3) Correction to the last paragraph on Page 6-27 and first paragraph on Page 6-28. Construction for the I-580/680 Interchange is expected to begin in 1996 and be completed in 1998 according to current schedule. 17
- 4) Correction to Figure 6-6, Planned Transit Improvements, on Page 6-29. The proposed BART station is not at Hacienda Drive/I-580, but at the junction of the anticipated Dougherty Valley Draft Specific Plan (DVSP) light rail alignment and I-580. 18
- 5) Last paragraph on Page 6-28. Southern Pacific Right-of-Way is not shown on Figure 6-6, Planned Transit Improvements. 19
- 6) Correction to Figure 6-7, Average Daily Traffic (ADT), on Page 6-32. The segment on Tassajara Road that requires mitigation measure implementation is between Dublin Boulevard and Fallon Road according to the text. The figure shows that segment being on the south side of Dublin Boulevard. 20

Post-It brand fax transmittal memo 7871		# of pages 2
To: Bruce Ballard	From: Jim Cutler	
Co: Jones & Stokes	Co: Community Development	
Dept:	Phone: (510) 646-1035	
Fax: 916 127-3000	Fax: (510) 646-1035	

EP-09-1992 11:21 FROM CCC COMMUNITY DEVELOPMENT TO

DISPATCHED FAX/TELEX

7) Tables 6-8 and 6-9 on Pages 6-34 and 6-35. Please explain why Volume to Capacity (V/C) ratios decrease for the I-580 segment east of Dougherty Road from 1.19 to 1.15 (AM), east of hacienda Drive from 1.33 to 1.32 (AM) and from 1.30 to 1.27 (PM). A development of this size should add more traffic on the freeway system. 21

8) Mitigation measures on Pages 6-30, 6-38 and 6-39. A plan should be developed to finance and implement mitigation measures for the transportation system on the Alameda County side. 22

Should you have any questions regarding these comments, please feel free to contact Joe Aguilar of my staff at (415) 904-9641.

Sincerely,

PRESTON W. KELLEY
District Director

By:
For: GARY F. ADAMS
District CEQA Coordinator

cc: Mike Chiriatti, State Clearinghouse
Susan Pultz, MTC
Sally Germain, ABAG

- 2-1 The traffic study for the Dougherty Valley Draft EIR (TJKM, June 1992) has been substantially revised to address a number of comments received on the Draft EIR. The revised traffic study (October 29, 1992) has been used to revise the impacts and mitigation sections of Chapter 6 for the Final EIR (refer to Errata - Attachment 2). The revised traffic study (TJKM, October 29, 1992) is included in the Errata (Volume 2) as Appendix D of the Final EIR. Revised Table 2-1 indicates that the impacts on I-680 and I-580 are significant and unavoidable. Tables 6-8 and 6-9 in revised Chapter 6 describe 2010 and cumulative impacts, with and without the project. These findings stand unless substantive alternative findings are suggested. Refer to Errata - Attachment 2 (Volume 1) and Errata Volume 2.
- 2-2 No finding is made that the impacts on I-680 and I-580 can be mitigated to a less-than-significant level. Mitigation Measure 6.3 in the Draft EIR recommends that regional mitigation measures for I-680 and I-580 are more appropriately addressed through a multi-jurisdictional process by the jurisdictions responsible for the impacts and the Congestion Management Agencies that established the level of service standards for these freeways. The Draft EIR recommends that the project proponents contribute their fair share to any regional mitigation measure developed through this process as required by the Contra Costa Transportation Improvement and Growth Management Program (Measure C-88). Specific contributions to these regional mitigation measures by the project proponents cannot be determined until a consensus is reached on the regional mitigation measures to be implemented.
- Many comments to Chapter 6 of the Draft EIR, "Circulation", were substantive or required clarification of statements made in that chapter. A completely revised Chapter 6 was prepared and is contained in the Errata as Attachment 2 to ensure that responses are addressed in a complete and understandable manner. Clarification of the regional mitigation measures and Mitigation Measure 6.3 can be found in the Errata.
- 2-3 This comment identifies an error on Figure 6-3. The error is hereby corrected as noted in the comment letter and as shown in the Errata.
- 2-4 The Draft EIR described the 2000 scenario and impacts on the main lines, major interchanges, and intersections in the planning area in Appendix D-1 (Figure 6, Tables XI and XIV, and pages 34 and 40).
- 2-5 The Draft EIR described freeway capacity assumptions with and without the project in Appendix D-1 (Tables XI-XIII). The auxiliary lanes on I-680 were included according to the Tri-Valley Transportation Council's list of assumed planned highway improvements for 2000 and 2010 analyses. These auxiliary lanes are also included in the Measure C-88 Expenditure Plan.
- 2-6 Refer to response to Comment 2-5.

- 2-7 The Metropolitan Transportation Commission's Resolution 2270 consists of procedures for determining whether transportation improvement programs and regional transportation plans conform to the federal Clean Air Act Amendments of 1990. Resolution 2270 does not apply to this project because the project is not a transportation improvement program or a regional transportation plan.
- 2-8 As noted above in response to Comment 2-7, Resolution 2270 does not apply to this project. Therefore, there is no need to analyze an interim year. The carbon monoxide air quality analyses included existing conditions, 2010 conditions both with and without the project, 2020 conditions both with and without the project, and 2010 and 2020 conditions with the project plus traffic mitigation measures.
- 2-9 The carbon monoxide modeling was based on recommendations included in Caltrans' Air Quality Technical Analysis Notes. This reference recommends using the following worst-case meteorological scenario for coastal valleys during the evening: wind speed of 0.5 meter per second and stability class G. These were believed to be the most appropriate parameters for the Dougherty Valley area. A wind speed of 1 meter per second and stability class F is appropriate for true coastal areas, such as the San Francisco peninsula.
- 2-10 Although the URBEMIS3 model estimated emissions of SO_x, the results were not included in the report. The emissions of SO_x are estimated to be 277 pounds per day. Table 7-4 had been revised to show SO_x emissions (see Errata). These emissions are significant and unavoidable based on the emission thresholds discussed in response to Comment 2-11.
- 2-11 The 1-pound-per-day threshold was based on the New Source Review levels included in BAAQMD's 1991 Clean Air Plan. However, for purposes of determining significant impacts under CEQA, the commenter is correct that the old emission threshold is appropriate. The old emission threshold equals 150 pounds per day for ozone precursors, sulfur oxides, and particulates. However, the project-related emissions of ozone precursors, sulfur dioxide, and particulates also exceed this higher threshold.
- 2-12 The implementation of the FHWA model used for this analysis calculates the single-lane equivalent distance using a procedure recommended in FHWA documentation FHWA-RD-77-108 (Barry and Reagan 1978). FHWA-RD-77-108 states that it is common to lump the traffic without change in speed or operation on an imaginary single lane that will provide approximately the same acoustical results as an analysis done on a lane-by-lane basis. Re-analysis on a lane-by-lane basis is not warranted because the methodology recommended by FHWA for addressing this issue was employed. No change to the Draft EIR is required.
- 2-13 This issue is addressed and an impact analysis is provided in Appendix 1 of this document as part of the Final EIR. Although energy demand associated with project construction and operation would be substantial, no significant adverse unmitigated energy impacts were identified. Mitigation measures that address energy use are listed in Appendix 1.

- 2-14 Refer to response to Comment 2-13.
- 2-15 Comment noted. The traffic analysis has been reconducted (see response to Comment 2-1). Refer also to revised Chapter 6 and Appendix D in the Errata.
- 2-16 See response to Comment 2-15.
- 2-17 See response to Comment 2-15.
- 2-18 See response to Comment 2-15.
- 2-19 See response to Comment 2-15.
- 2-20 See response to Comment 2-15.
- 2-21 Refer to response to Comment 7-110.
- 2-22 Comment noted.

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
SAN FRANCISCO BAY REGION2101 WEBSTER STREET, SUITE 600
OAKLAND, CA 94612Phone: (510) 464-1258
FAX: (510) 464-1300

July 21, 1992

File No. 2118.04(SLB)

JUL 22 1992
DEVELOPMENT DEPT

JC

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT
DOUGHERTY VALLEY GENERAL PLAN, SPECIFIC PLAN & RELATED ACTIONS
SCH# 91053014

State Clearinghouse:

We reviewed the Draft EIR for the above project and have the following concerns and comments:

1. On pages 3-28 and 10-5, the function of the Regional Water Quality Control Board relating to this project is noted. It should be mentioned in the Final EIR that the Regional Board will issue a municipal stormwater NPDES permit to all of Contra Costa County, which will cover the project area, contrary to the statement on page 10-5.

Also, this project will require an NPDES construction stormwater permit issued by the State Water Resources Control Board. The general permit is expected to be adopted this summer, with an effective date of October 1, 1992.

2. It is stated on pages 3-28 and 11-8 that a Corps of Engineers 404 permit will be required. The Regional Board must certify that the Corps permit will comply with water quality standards, or waive such certification. If not waived, the certification can be granted or denied. If two or more acres of wetlands are affected, the certification must be voted on by the Regional Board in a public hearing. Less than two acres can be handled administratively.

3. The wetlands delineation mentioned on page 11-8 should give the total acreage of each type of wetland and how many acres of each type of wetland would be affected by each project alternative.

The Final EIR should note the Regional Board's Wetland Fill Policy, which requires no net loss of wetland acreage and no net loss of wetland value. Also, mitigation will be required, preferably in-kind and on-site with no net destruction of habitat value.

If you have any questions, please contact me at (510) 464-0846.

Sincerely,

Stephen L. Berger
Associate Engineercc: Jim Cutler
Contra Costa County Community Development Department
651 Pine Street, North Wing, 4th Floor
Martinez, CA 94553-0095

- 3-1 The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 3-2 The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 3-3 Comment noted. Refer to the Errata in the final EIR for changes made to include the California State Regional Water Quality Control Board in the review process.

According to Section 404 of the Clean Water Act, the project proponents will need to obtain a Section 404 permit from the U.S. Army Corps of Engineers (Corps) before undertaking any activities that involve the deposit of fill materials into jurisdictional waters of the United States, including wetlands. Also required as part of the Section 404 permit process is the issuance or waiver of a Section 401 water quality certification from the regional water quality control board (RWQCB) and a Section 1603 Streamed Alteration Agreement from the California Department of Fish and Game (DFG).

- 3-4 Refer to response to Comment 3-3. A multiparameter wetland delineation using Corps-approved methods has not been verified by the Corps for the project site. Because project tentative maps are not yet available and because a wetland delineation has not been verified, the amount of affected wetland acreage cannot be quantified. This information will be provided at more detailed levels of project specificity and would be subject to tiered environmental review to ensure that no-net-loss of wetlands occurs as the project is implemented (see response to Comments 5-1 and 5-2). Each tentative map would require compliance with Section 404.
- 3-5 Refer to the Errata for text changes to include the RWQCB's no-net-loss policy for wetlands.

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

Aug 11, 1992

JIM CUTLER
CONTRA COSTA COUNTY COMMUNITY DEVELOPMENT
651 PINE STREET
MARTINEZ, CA 94553

Subject: DOUGHERTY VALLEY GPA AND SPECIFIC PLAN
SCH # 91053014

Dear JIM CUTLER:

The enclosed comments on your draft environmental documents were received by the State Clearinghouse after the end of the state review period. We are forwarding these comments to you because they provide information or raise issues which may assist you in project review.

Lead agencies are not required to respond to late comments. However, you may wish to incorporate these additional comments into the preparation of your final environmental document.

Please contact Michael Chiriatti at (916) 445-0613 if you have any questions concerning the review process. When you contact the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

Christine Kinne

Christine Kinne
Acting Deputy Director, Permit Assistance

Enclosures

cc: Resources Agency

DEPARTMENT OF TRANSPORTATION

110
SAN FRANCISCO, CA 94120
22-4444

July 22, 1992

CC-680-R2.89
SCH# 91053014
CC680211

Mr. Jim Cutler
Contra Costa County Community Development
651 Pine Street
Martinez, Calif. 94553

RE: Draft Environmental Impact Report (DEIR) for the DOUGHERTY VALLEY GENERAL PLAN, SPECIFIC PLAN & RELATED ACTIONS, FILE #2-91-SR: A planned community of approximately 6,000 acres located to the east of the City of San Ramon in the Dougherty Valley on both sides of Dougherty Valley Road and West of Interstate 680.

Dear Mr. Cutler:

The California Department of Transportation (Caltrans) has reviewed the above referenced document and forwards the following comments:

REGIONAL TRAFFIC IMPACT/MITIGATION

This project proposes 11,000 homes (105,050 new trips). The DEIR does make a number of specific recommendations for improvements to the local circulation system. However, the document admits that state facilities will be operating at a LOS F even without this project (Table 2-1, page 9). With the project scenario, insufficient responsibility is accepted for project generated trips onto state facilities (i.e., Interstate 580 & 680) by the project proponent.

Mitigation given in Chapter 6.3 conveys the expectation that the counties will assume responsibility of the measures listed. Further analysis is required to verify if those mitigations (which are already proposed) can reduce demand enough to mitigate the tremendous impact of this proposal. Please note that no major improvements are proposed for Interstate 580 & 680, and that financial participation is limited to measure C. The developers direct contribution to the mitigation must be identified. The addition of this much new traffic, even if fully funded, will still have a significant impact on the region.

TRAFFIC ANALYSIS

Please correct the Arrowmark for 15,000 traffic Volumes (North of Crow Canyon Road on Interstate 680) which should point at San Ramon Valley Boulevard (Please see Figure 6-3 on Page 6-5).

The traffic model should include, in addition to the year 2010, a scenario for year 2000 and discuss the impact with and without the project on the main lines, the major interchanges, and intersections in the project area.

The operational analysis should include 8 lanes (6 lanes plus 2 HOV lanes) for Interstate 680 and 8 lanes for Interstate 580 in the year 2000 and 2010 with or without the proposed project.

It appears that the operational analysis for Interstate 680 between Diablo Road and Crow Canyon Road is based on 10 lanes (See table 6-8), but the discussions on page 6-27 and Figure 6-5 refer only to 8 lanes, this seems inconsistent. Please explain why 10 lanes were assumed for Interstate 680. Also, address it in the "Planned Roadway Improvements" section on page 6-27.

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On page 7-13, last paragraph explain why estimates of SO_x were not done.

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centerline in each direction is typically used. For facilities in which truck traffic uses the slow lanes, the centerline of the truck lanes and the centerline of the remaining lanes in each direction should be used. We recommend that the traffic noise predictions be rerun where necessary.

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Sincerely,

PRESTON W. KELLEY
District Director

By


GARY F. ADAMS
District CEQA Coordinator

cc: Mike Chiriat, State Clearinghouse
Susan Pultz, MTC
Sally Germain, ABAG

4-1 Refer to response to Comments 2-1 through 2-13.



*Received 8:50 PM on 8-7-92
Jim Cutler*

CITY OF SAN RAMON

2222 CAMINO RAMON
P.O. BOX 5148
SAN RAMON, CALIFORNIA 94583
(510) 275-2200
FAX (510) 866-1436

August 4, 1992

Mr. James W. Cutler
Assistant Director - Comprehensive Planning
Contra Costa County Community Development Department
651 Pine Street
Martinez, CA 94553-0095

RE: Contra Costa County Dougherty Valley Draft Environmental Impact Report

Dear Mr. Cutler:

Thank you for the opportunity to review the County's Draft Environmental Impact Report for the Dougherty Valley. The comments from the City of San Ramon are as follows:

CHAPTER 1 - INTRODUCTION

Page 1-8 - Subsequent Environmental Review. It is stated that this EIR has been prepared as a project EIR intended to address all actions and entitlements to approve and construct the project through its final buildout. It is the opinion of the City of San Ramon that the EIR inadequately fulfills this intention.

As defined by CEQA, a project EIR should examine the environmental impacts of a specific development project. The EIR should examine all phases of the project including site planning, project design, construction, and operation. However, this EIR does not adequately address the requirements of a project-level EIR. In order for this EIR to be adequate many project-specific concerns must be addressed, including but not limited to the following:

- Who and how services will be provided, especially with regard to water.
- Funding for the infrastructure and capital facilities and who will provide them.
- Funding for maintenance of open space as well as residual open space lands not accepted by the East Bay Regional Park District.

Mr. James W. Cutler
August 4, 1992
Page 2

- Funding for construction of school facilities.
- Analysis of impacts related to site design. For example, the relationship between built structures and the creek/trail and open space corridors should be evaluated; the alignment of local streets should be identified.
- Analysis of impacts related to grading in residential neighborhoods. For example, finished grades throughout the Dougherty Valley and the proposed placement of structures within the regraded terrain should be identified and evaluated.
- Analysis of visual impacts. For example, building forms in relation to the surrounding environment should be identified and evaluated; landscape plans, fencing plans, lighting plans etc., should be discussed and reviewed.

The above are just a few examples of the level of detail required in a Project EIR. The list to complete the requisite review for the County's Dougherty Valley Specific Plan is too voluminous to discuss in the context of this letter. Suffice it to say that this EIR provides program level analysis at best, and to assume that the subject environmental document adequately addresses all relevant issues through project buildout is a significant misinterpretation of CEQA law and its process. If the County maintains its position that "this EIR has been prepared as a project EIR intended to address all actions and entitlements necessary to approve and construct the project through its final buildout", it is clear that substantial, additional information (i.e., tentative maps, detailed grading plans, etc.) and impact review related to the proposed development must be conducted before this EIR can be considered adequate under CEQA.

CHAPTER 3 - PROJECT DESCRIPTION

Page 3-11 - Land Use Pattern and Target Densities. The use of density transfers between areas within the Dougherty Valley makes any effort to control and analyze traffic generation rates and distribution patterns, as well as locating community facilities, very difficult. How can this EIR adequately analyze impacts of development if it is not known where development will occur or how much development will occur within a certain area? This freedom to mix-and-match densities should be evaluated and appropriate mitigation provided. For example, target densities for each neighborhood should be recommended so that project-level impacts can be identified.

Mr. James W. Cutler
August 4, 1992
Page 3

Page 3-17 - Buildout Estimates. The EIR indicates that 48.6% of the units will be single-family residential. Elsewhere in the document the percentage of single-family residential units is cited as approximately 60%; this discrepancy needs to be clarified. 4

CHAPTER 4 - LAND USE CHAPTER

Page 4-10 - Planning Area Land Use Designations. The text should be amended to state that Camp Parks is within the City of San Ramon's Planning Area Boundary. 5

Page 4-14 - Current San Ramon Planning Effort in Dougherty Valley. The second paragraph should be deleted and replaced with the following:

The specific planning process for the Dougherty Valley began in the Fall of 1989, with the adoption of a Memorandum of Understanding (MOU) by and between the City Council of San Ramon and the Contra Costa Board of Supervisors. The MOU designated the City as the lead agency responsible for the preparation of the Specific Plan and EIR documents. Following the adoption of the MOU, the City Council appointed a nine-member Steering Committee to guide the development of the Specific Plan. The Steering Committee was assisted by a Technical Advisory Committee, consisting of various representatives of regional planning agencies, service districts, and the three landowners. The Dougherty Area Coordinating Committee (DACC), a liaison committee with the Town of Danville, was also established to provide a forum within which San Ramon and Danville could discuss planning concerns and issues as the plan evolved. 6

In Spring of 1989 the Dougherty Valley Ad Hoc Committee was also created to provide comprehensive recommendations regarding community facilities, services and amenities for the Dougherty Valley. In October of 1990, the Steering Committee, Planning Commission, and City Council, in a joint meeting, met to review and make recommendations on the planning concepts.

The planning process for the adoption of a Specific Plan for the Dougherty Valley was carried out in three phases: 1) analysis of the site's opportunities and constraints in February of 1990, 2) preparation of a plan concept in August of 1990, and 3) development of a Draft Growth Management and Specific Plan and Draft EIR in June and September of 1991, respectively.

Mr. James W. Cutler
August 4, 1992
Page 4

In March of 1992, the City of San Ramon received notice from County Costa County that the County was assuming responsibility for the Planning of the Dougherty Valley, thus breaking the MOU. Subsequent to this action, the City San Ramon continued its preparation and review of the Dougherty Valley Growth Management and Specific Plan. 6 (cont.)

In June of 1992, the City distributed its Final Specific Plan and EIR for the Dougherty Valley. At this writing, the Specific Plan and Final EIR are before the San Ramon City Council for review and consideration.

Page 4-18, 4-19 - Measure "C" 1988; Funding Issues. Although the Draft EIR cites the various requirements of local jurisdictions to receive Measure "C" funds, the EIR fails to fulfill the following Measure "C" requirements. 7

- 1) Adopt a development mitigation program to ensure that new growth pays its share of costs associated with new development.

The EIR establishes no funding mechanisms nor does it indicate who is going to pay for the necessary infrastructure and capital improvements. It is inadequate for a project EIR to state that funding mechanisms for capital facilities and services will be addressed in development agreements for at a future time. The EIR should provide this information, so that a determination can be made whether fiscal mitigation will be necessary, for example, Mello-Roos bonds and/or landscaping and lighting districts. 8

The Draft EIR should also require a mitigation monitoring program to ensure that the proposed mitigation measures will be monitored and implemented. 9

Page 4-53 - Project Related Impacts. The statement that the City of San Ramon is processing a General Plan Amendment is incorrect and should be changed to state that the City is processing a Specific Plan and Environmental Impact Report for the Dougherty Valley. 10

CHAPTER 5 - PUBLIC SERVICES AND UTILITIES

Sewerage System

Page 5-4 - Tri-Valley Wastewater Authority, third paragraph. It is the City's understanding that according to the Tri-Valley Wastewater Authority's Draft EIR (1992) that Alternative North 3 will require the construction of peak wet weather and 11

wastewater equalization basins. These basins are separate from stormwater detention basins mentioned later in the report. The siting of these basins are not addressed in the subject report. The siting may impact land uses within the area, since they may be concrete underground facilities. The location of these basins may be in close proximity to the stormwater detention basins, since both stormwater and sewerage systems would rely primarily on gravity flow. Mitigation measures should be included to reduce impacts related to the construction of these basins.

Page 5-36 - Mitigation Measure 5.1. Note that the Tri-Valley Wastewater Authority's draft EIR refers to a new outfall booster pump station at Waterfront Road in Martinez. This pumping station will be required as a result of development in the Tri-Valley area, including Dougherty Valley. The TWA report attributes 100% of the cost of this 180 mgd facility to the Tri-Valley growth, although the peak wet weather flow from the Tri-Valley area will be limited to 40 mgd. The County's EIR should be consistent with the TWA EIR in requiring 100% funding and not on a pro-rate basis.

Water Supply

Page 5-37 - Impact of Approximately 4.7 to 5.4 Million Gallons per Day of Potable Water. The City of San Ramon's EIR projects 9.75 mgd of potable water demand. Please clarify the County's methodology and explain the differences.

Pages 5-38 and 5-39 - Tables 5-6 and 5-7. The distribution of the different types of dwelling units are not consistent with page 3-19 of the report. Please clarify.

Pages 5-37 and 5-40; 5-40 - 5-42 - Impacts; Mitigation Measures. The EIR does not adequately identify the potential impact of the lack of a potable water supply, in the event that the identified water providers refuse service, on the basis that sufficient quantities of water are not available; thus, adequate mitigation is lacking. For example, alternative water sources should be explored. Additionally, proof of water service must be required prior to the approval of final Tentative Maps.

Page 5-41 - Mitigation Measure 5.7. It is noted that the Department of Health and Safety (DHS) is revising its interpretation of Title 22 water quality standards for reclaimed water to allow for private control of recycled water. Depending on the revision, private control could extend over a large spectrum of landowners, from privately owned golf courses to individual private property. However, it is not anticipated that the DHS will consider the use of reclaimed water for private home landscaping use. The result of the DHS's decision should be analyzed as it will have an impact on the potable and reclaimed water demands for the Dougherty Valley.

Also, the Regional Water Quality Control Board and the State and County Health Departments would be involved with reclaimed water use, yet there is no mention of these agencies within this section.

Reclaimed Water

Page 5-33 - Wastewater. As a result of development in the Dougherty Valley construction of a new Fallen Leaf pump station will occur within the City of San Ramon. At this time, the location of such a pump station (if the Central San alternative is implemented), is not known. The City of San Ramon will be impacted by the construction of such a facility, and adequate mitigation provided that would clarify the City of San Ramon's review role regarding the placement, construction and any mitigations for this facility.

Pages 5-34 and 5-35 - Tables 5-4 and 5-5. The wastewater flows computed for the San Ramon Dougherty Valley Specific Plan were provided by the appropriate service provider, and appear to be different than those numbers provided for in the subject document. Please clarify these differences.

Page 5-36 - Mitigation Measure 5.3. Please refer to comments regarding Mitigation Measure 5.1, above, which requests clarification of funding vis-a-vis TWA's 1992 Draft EIR.

Page 5-37 - Construction and Operation of Offsite Wastewater Facilities. The Draft EIR states that offsite wastewater facilities could have offsite impacts including physical impacts of construction and indirect impacts related to growth allowed by these facilities outside the planning area. The EIR should analyze these impacts and provide adequate mitigation.

Also, the potable water demand computed for the San Ramon Dougherty Valley Specific Plan, as provided for by the appropriate service provider, is different than those numbers provided for in this document. Please clarify these differences.

Drainage System

Page 5-24 - Drainage. Off-site drainage control should be coordinated with the City of San Ramon and Alameda County since they have facilities located downstream of the proposed development. The EIR should also provide adequate mitigation for any identified impacts to downstream facilities that will result from development in the Dougherty Valley.

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Page 5-24 - Drainage. The \$0.35 fee does not include fees associated with capital facilities and maintenance activities that may be required to implement a stormwater quality control plan for the area. The EIR should provide adequate mitigation for this impact. 24

Police Services

Table 3-2 - The table should be modified to include a police sub-station as part of the public use category. 25

Page 5-11 - In light of the recent state budget problems and subsequent cuts in the County's budget, the information used in the EIR regarding the Sheriff's Department should be updated to ensure that the data is still accurate. 26

Page 5-48 - The Draft EIR identifies a need for two additional California Highway Patrol officers in order to provide adequate traffic enforcement in the Planning Area. The Draft EIR states that without additional CHP officers traffic-related law enforcement service levels in the planning area will decline. The Draft EIR continues to state that this is the legal responsibility of the California Highway Patrol and that no feasible local mitigation exists. Therefore, this impact is considered significant and unavoidable. Stating that this is impact is "significant and unavoidable" is not true. It can be avoided by providing mitigation that would require the project applicants to supplement the number of Contra Costa County Sheriffs deputies serving the project area. This could be accomplished through the establishment of a Mello-Roos District, County Services Area, or other special governmental unit. Also, see discussion regarding the provision of sheriffs deputies and County General Plan Policies 7-60 and Implementation Measures 7-80 and 7-81. 27

Page 5-49 - Mitigation measure 5.15 calls for the provision of one sheriff deputy per 5,800 residents. In order to assure compliance of General Plan Goal 7-8 and General Plan Policy 7-59, which state that financing mechanisms must be in place or committed prior to development and that the maximum response time goal for priority 1 and 2 calls shall be 5 minutes 90 percent of the time for all emergency calls. Analysis should be provided that the proposed staffing level will meet these standards. Further discussion is also necessary regarding the project's proximity to San Ramon, and its potential impacts on the City's police services, along with adequate mitigation. 28

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Fire Services

Page 4-18 - In order to maintain the County's Measure "C" requirement to provide fire stations within a 1.5 miles radius of all residents and a response time of 5 minutes, the EIR needs to require the siting of an additional fire station within Dougherty Valley. 29

Page 5-50 - Mitigation measure 5.17 should be corrected to state that the project proponents should dedicate two fire station sites. The mitigation measure should also indicate what financing plan will be developed to ensure construction and equipping of the facilities; when construction will commence; when the facility will be required to be completed; and how the project area will be served before the completion of the first fire station. Since this is a "project EIR" and the likelihood of no further analysis, the determination of services should occur at this time. 30

Page 5-51 - Increased Fire Hazards. An additional mitigation measure should be added to this section to require the project proponents, in conjunction with the appropriate fire district and East Bay Regional Parks District, to develop a Wild Fire Management Plan. With approximately 46% of the 6,000 acres of land as natural open space, the potential for a wild fire is a significant impact. 31

School System and Child Care

Although the number and size of the schools identified in the DEIR are adequate, funding mechanisms are not in place to actually construct all of the needed schools. As specified in the Government Code Section 65995 (a) and 65996, Cities and Counties are not restricted from imposing fees or other requirements in excess of the dollar limits set forth in Government Code Section 65995 (b) as a condition of approval when exercising their legislative powers. The County should use whatever means it has available to ensure that adequate schools and financing are provided. 32

Page 5-56 - All mitigation measures that relate to schools should be coordinated with the San Ramon Valley Unified School District in order to ensure that school needs for the Dougherty Valley are being met. Proposed mitigation measures should also be coordinated with the School District to ensure that facilities needed to accommodate new students in the Dougherty Valley will be dedicated and provided for in order to meet the District's performance standards, not the County's. 33

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Page 5-56 - Mitigation Measure 5.21. Dedication of land strictly for schools is a significant major impact. The District will be unable to fund the construction of these facilities with or without state matching funds. The Draft EIR should require the dedication of school sites (10 acre elementary, 15 acre middle and 50 acre high school) and the construction of these sites to school district specifications.

Page 5-58 - Mitigation Measure 5.25. The Draft EIR should require the contribution from the developers for at least half of the construction cost of child care facilities in order to offset the impact on child care services in the surrounding communities.

Page 5-58 - Mitigation Measure 5.26. Add: every elementary and middle school.

Parks and Recreation

In calculating the park acreage requirements for the Dougherty Valley, the EIR should not include school play-grounds as school neighborhood parks. These areas are only available for limited amounts of time. Without these areas the Plan is deficient in providing adequate park land. Mitigation measures should be added to require the project proponents to provide a sufficient amount of usable (full-time and year around) parkland.

Page 5-18 - Local Parks. The County requires 2.5 acres of neighborhood parks per 1,000 residents and 1.5 acres of community parks per 1,000 residents. Utilizing the County's own standard, the project requires 72.5 acres of neighborhood parks and 43.5 acres of community parks. The County Plan satisfies the community park standard for San Ramon but is a minimum of 13.5 acres short of neighborhood park acres. Given the project's proximity to the City, and the use of Dougherty Valley parks by San Ramon residents, it is important that these differences are evaluated. Also, it appears neighborhood parks are not within a 1/2 mile radius of all residents. Please address these issues and provide adequate mitigation.

Page 5-30 - Parks and Recreation. The County's goal (Goal 9-K) of 4 acres per 1,000 population for parks is 2 acres per 1,000 population less than City of San Ramon standard which will create a significant impact on parks within San Ramon. This is a cumulative impact that should be analyzed and mitigated in the EIR.

Page 5-32 - Key Assumptions. The corrected parkland dedication standards for community and neighborhood parks is in conflict with established state wide standards. Please clarify.

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Page 5-56 - San Ramon Valley Unified School District. No mitigation triggering devices are called for to assure classroom space is provided within the project area when demand increases. No guarantee of funding of the balance of Windemere's pro-rata share, nor any outline of funding or possible scenarios is mentioned. No mention of services for school parks and mechanisms to fund these services have been provided. Please address.

Page 5-61 - Mitigation measure 5.33. This measure should address which public entity will maintain parks and recreation facilities via a Lighting and Landscaping District or Mello-Ross District.

Page 5-61 - Impact. The EIR identifies a need for 72.5 acres of neighborhood parks and 43.5 acres of community parkland. The construction and maintenance of these facilities should be addressed.

A County grand jury report (1989) had previously identified the inadequacy of the County's dedication ordinance, therefore it is not an applicable performance standard by which to establish parkland requirements.

Page 5-62 - Mitigation Measure 5.32. Based on the County assumption of 11,000 units and 29,000 people, the County specific plan is significantly below the City of San Ramon standard for park acreage per 1,000 people. The City of San Ramon would require 116 acres of neighborhood parks for the population. The County plan calls for 59 acres of neighborhood and pocket parks and is attempting to utilize one half of each school site as a neighborhood park when in fact they are not available to the public unless they were oversized as outlined in the City of San Ramon Specific Plan. The EIR should remove this land from the neighborhood parkland category and should provide for additional neighborhood parkland in order to mitigate this deficiency.

Open Space

It is not accurate to state that the project consists of 55% undeveloped open space when in reality this open space land consists of parks, staging areas, detention basins, golf courses, deed restricted lands outside of individual home sites, private recreational facilities, play- grounds at school sites and other developed recreational sites. In addition, this number should not be identified in the Draft EIR as a benefit of developing the Dougherty Valley. This number should be corrected and/or the definition of open space used in the Specific Plan should be incorporated into the EIR.

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Should the East Bay Regional Park District be unwilling to accept all of the proposed open space, this impact should be evaluated, and mitigation measures provided that would identify the future open space managers. Additionally, the discussion regarding open space should be augmented to include fiscal impacts of maintaining and operating the open space portions of the project, including costs of landscaping, mowing, and disking. Other costs of operation, such as fire road maintenance and fence maintenance, should also be identified, as well as how improvements and costs of maintenance will be financed.

Page 5-59 - 5-62 - The mitigation measures text should be augmented to require an open space management plan, that would outline the phasing of open space, any needed improvements and their financing, and discuss management of all open space activities, such as creek corridor improvements and rangeland grazing.

Gas and Electric Service

Page 5-52 - Electric Service. Pacific Gas and Electric (PG&E) has modified their standards to require the installation of pad mounted and not subsurface transformers and the use of buried conduit and not direct-buried cable. The Dougherty Valley developers should be conditioned to comply with these provisions and pay for any PG&E Special Facilities Charges.

All utility services for Dougherty Valley (PG&E, telephone and cable) should be undergrounded. In addition, the widening of roadways within the City of San Ramon which are required as mitigation measures for the Dougherty Valley development, shall provide for the undergrounding of overhead utilities.

CHAPTER 6 - TRAFFIC

Page 6-8 - Bollinger Canyon Road. The width of Parcel "J" is also a constraint for widening Bollinger Canyon Road. This impact needs to be addressed.

Page 6-17 - Figure 6-5 shows Twin Creeks Drive Extension and Deerwood Drive Extension. Please note that the San Ramon City Council has directed staff to delete Twin Creeks Drive extension from the Capital Improvement Program and further directed that this project be deleted from the City's General Plan during the next General Plan update. Also the roadway that was constructed by the Fostoria Assessment District is the extension of Deerwood Place, which has been named Deerwood Road. The CIP project did not extend Deerwood Drive.

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Please see attached letter for additional traffic and circulation comments.

CHAPTER 8 - NOISE

The Noise section of the DEIR should be reanalyzed to reflect the adjustments to the traffic section called for within this letter. The noise section should also include speed limits as a method of reducing noise impacts.

In addition, all mitigation measures that identify soundwalls to be constructed within the City of San Ramon shall be required to be constructed in accordance with City of San Ramon requirements as specified by the Engineering Services Division (full Bouquet Canyon).

Pages 8-20 - 8-22 - Tables 8-5, 8-6 and 8-7. These tables differ significantly from the noise conditions summarized in the City of San Ramon's EIR. Briefly, the County EIR projects shorter distances from roadway centerline to Ldn contour, which results in reduced setbacks and thus lesser mitigation. Please clarify, and provide a comparative analysis with the City's methodology. If the County's findings for soundwall mitigation are less than San Ramon's findings, the EIR should provide adequate mitigation that meets or exceeds San Ramon's standards, especially for development within City limits.

Page 8-31 - Mitigation Measure 8.12. Unless the EIR is going to require the project proponents to participate in a regional noise impact fee program this mitigation is not realistic or plausible. This mitigation measure should be deleted and replaced with a practical mitigation.

Page 8-32 - Mitigation Measure 8.13 should state what the required setbacks would be, not simply state that setbacks need to exist. As a project EIR, this level of specificity needs to be provided.

CHAPTER 9 - SOILS AND GEOLOGY

Page 9-3, et seq. - Conceptual Grading Plan. The EIR references the County's hillside protection policy from Measure C (1990), which states: "Development on open hillsides and significant ridgelines throughout the County shall be restricted, and hillsides with a grade of 26% or greater shall be protected through implementing zoning measures and other appropriate actions". In order for the EIR to adequately

evaluate the impacts of grading on slopes in excess of 26%, the "implementing zoning measures and other appropriate actions" must be identified. Although somewhat unclear, it appears that these "measures" and "actions" set the standards and criteria for determining whether development over 26% slopes should occur, and how it should be judged and evaluated. Mitigations should also be provided in response to this additional analysis, including but not limited to prohibiting any development over 26% slope.

Page 9-13 - Figure 9-11. The Calaveras Fault is incorrectly located on the East side of the freeway. Examination of San Ramon's General Plan would provide the correct location.

Page 9-20 - Mitigation Measure 9.1. If this is a project level EIR, the referenced detailed grading plans should be provided at this time, as well as the preliminary development plan and each neighborhood plan.

Page 9-21 - Mitigation Measure 9.4 states that the project proponents shall form or participate in any existing Geologic Hazard Abatement Districts to establish funding mechanisms for any remedial work required after a project is constructed. The EIR should ensure that the formation of a GHAD will not create an opportunity for the proponents to rid themselves of the corrective soils work that needs to be done throughout the site.

Regardless of whether a GHAD is formed, the project proponents should still be required to correct all soil/slide problems anywhere in the vicinity of proposed development and should be required to provide "seed money" into whatever funding mechanism is utilized.

Pages 9-26 & 27 - The decommissioning of a portion of a military base and re-use for other purposes such as this development should require careful examination of the site for various types of contaminants as well as unspent munitions.

Page 9-29 - First paragraph. Unstable earth conditions could cause damage to wastewater infrastructure and cause a potential threat to the safety of people and possibly to the water quality of adjacent streams. The EIR needs to analyze these impacts and provide adequate mitigation to ensure that the threat to safety is less-than-significant.

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CHAPTER 10 - HYDROLOGY AND WATER

Figure 10-4 - The location of Basin No. 3 is at the intersection of Windmere Parkway and Bollinger Canyon Road, as well as encompassing some of the single family residential areas. All other detention basin locations are located within parks or open space designated areas. The EIR needs to incorporate mitigation measures to ensure that the construction of this detention basin and long-term use will not negatively impact surrounding land uses.

Page 10-5 - Paragraph 5, second sentence. This statement is untrue on two counts. The 100,000 population criteria does not apply only to municipal areas, as the unincorporated area of Contra Costa County is a participant. Secondly, an administrative decision has been made by the Regional Water Quality Control Board to include all cities in the NPDES Program, regardless of size. What this means is that the Dougherty Valley projects do require (or will require by time of development), compliance with adopted storm water management plan. Thus, a NPDES permit is required. (Text on Page 3-28, Regional Water Quality Control Board needs to reflect this correction).

Also, the RWQCB is requiring that all construction activities that impact more than 5 acres of land be required to obtain an NPDES permit for construction.

Page 10-6 - Relevant Contra Costa County General Plan Policies. The first paragraph should be modified to incorporate comment and text on Page 10-5, paragraph 5 above.

Page 10-13 - Mitigation measure 10.3. A map should be provided in order to identify which creek corridors are major and minor.

Additionally, in 1991, the County modified its Wetlands Protection Ordinance. In order to determine impacts and appropriate mitigation to wetlands and related riparian habitats, the EIR needs to clarify how the County defines wetlands, determines wetland replacement ratio, and assesses impacts to these areas.

Page 10-13 - Increased Erosion during Construction. See Page 10-5, paragraph 5 above.

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Pages 10-14 -17 - Impacts/Mitigation. While the mitigation measures correctly identify techniques for intercepting pollutants and silt, there is no mention of the costs associated with the removal of these contaminated materials. It should be noted that these materials would not only be found in catch basins, but also in detention basins. Hydrocarbons, another large pollutant, is not readily intercepted by sand and grease trap equipped catch basins. Also, no solution is offered to where the contaminated materials will be disposed. 69

Page 10-15 - Table 10-1. This table suggests some type of standard for urban storm water runoff. It should be noted, however, that the NPDES permit does not, at this time, require conformance to numeric standards. The permit only controls which reflect "best management practices". 70

Page 10-16 - Mitigation Measure 10.5. An emergency response program should be coordinated with the City of San Ramon. 71

Page 10-17 - Increased Runoff and Flooding Downstream. The EIR should require the County to provide for the periodic flushing and cleaning of storm drains in order to remove sediment accumulated during the year. 72

CHAPTER 11 - BIOLOGICAL RESOURCES

Page 11-5 - Important Natural Communities, last sentence. The following should be added: prior to project approval. 73

Page 11-8 - Third paragraph, the following should be added: prior to project approval. 74

Page 11-39 - Mitigation Measure 11.2. The Specific Plan states that land bridges shall be provided where a road traverses open space. This occurs where Bollinger Canyon Road and the Tassajara Connector bisect the ridgelines on both the west and east side respectively. The construction of these land bridges should be incorporated into the EIR. 75

The use of land bridges may also reduce the need for the conservation easement as called for in this mitigation measure. However, if the conservation easement is still warranted, the EIR should provide more detail as to its size, financing, and length of time the easement would be required. The EIR should also analyze the impact if such an easement was not able to be accomplished. 76

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Page 11-41 - Mitigation measure 11.3. An additional subset (j) should be added to require the project proponents to adhere to the County's tree preservation ordinance, when adopted. 77

Page 11-42 - Mitigation measure 11.4. The EIR should require the project proponents to replace mature oak trees at a minimum of 8-24" box Valley Oak per tree removed. Ten seeding replacements are unacceptable. 78

Page 11-47 - Mitigation measure 11.8, subset. The word "may" should be replaced with word "will". 79

CHAPTER 12 - CULTURAL RESOURCES

Page 12-8 - Mitigation measure 12.2. This mitigation measure should be modified to indicate that this decision would be made by a qualified archaeologist and the County through the public hearing process. All funding for such actions should be borne by the project proponents and identified at this time. 80

The following mitigation measure should be included throughout the Cultural Resources section:

Any archaeological materials discovered during earthmoving activities will be reason to stop work in the areas of the discoveries until the find has been evaluated by qualified archaeologists and plans for testing and/or recommendations have been developed before work is allowed to commence in the area of discovery. 81

CHAPTER 14 - HOUSING, POPULATION, AND EMPLOYMENT

The Draft EIR indicates that the project would result in up to 11,000 dwelling units, 25 percent which would be priced to be available to low-and moderate-income households. This impact is considered beneficial because the project would conform to ABAG'S regional fair share allocation and with the County's General Plan housing goals and policies. However, no policies exist in the Specific Plan or the EIR to ensure that the affordable housing units will be constructed. The following should be established as mitigation measures in order to ensure the construction of the affordable housing units: 82 83

- Housing affordable to very low income households should be provided in addition to low and moderate income households.
- A policy that requires a breakdown of the percentage of very low, low, and moderate affordable housing units to be built.
- A policy that will ensure that in-lieu fees will not be accepted.
- Policies that will ensure the construction of the affordable units, for example, the requirement that development agreements specify the exact number, type and location of affordable units.
- A policy that requires the construction of affordable housing units on a phase-by-phase basis.
- A policy to ensure that the affordable units remain affordable for an extended period of time, for example, 30 years.

Pages 14-8 and 14-9 - Contra Costa County Housing Goals. Mitigation measures should be drafted from these goals and included in the DEIR to implement housing policies established in the Specific Plan and County General Plan.

Page 14-14 - Key Assumptions. The EIR makes the assumption that the existing number of workers per household is 1.83. It is the City's understanding that the Association of Bay Area Governments assumes a 1.7 employed residents per household ratio. This needs to be clarified.

CHAPTER 15 - VISUAL QUALITY

Page 15-16 - Mitigation Measure 15.5 - 15.33. Mitigation Measures 15.15 through 15.33 replace "should" with the word "shall".

CHAPTER 16 - ALTERNATIVES TO THE PROPOSED PROJECT

The State Guidelines state that an EIR shall discuss a "range of reasonable alternatives to the project, or to this location of the project, which could feasibly attain the basic objectives of the project". The alternatives evaluated should be focused on "eliminating any significant adverse effects, or reducing them to a level of

insignificance," even if doing so would "impede to some degree the attainment of the project objectives, or would be more costly".

Page 16-7 - Moderate Density Alternative. The City of San Ramon's Dougherty Valley Growth Management and Specific Plan should be analyzed as the Moderate-Density Alternative. (Please see Attachment B)

The San Ramon Specific Plan, as presented to the City Council on July 28, 1992, is not similar to the County's Specific Plan. The San Ramon Plan does offer a reasonable alternative to the proposed project. For example, the City Plan proposes to develop 9,000 dwelling units; no development of the Western Transitional Hillside; alignment of Dougherty Road at the toe of the hill; and development proposed within the City's Plan does not break the continuity of the open space on either the west or east side. For additional comparisons please see Attachment C.

ADDITIONAL COMMENTS

Economic Analysis

The Draft EIR should include a fiscal analysis of the Plan that identifies infrastructure costs, revenues and expenditures generated by the project. The Draft EIR should also require that a Capital Improvement Program accompany the Specific Plan in order to analyze the timing and costs of the necessary infrastructure and capital improvements for the Dougherty Valley. In addition the EIR should analyze economic impacts development will have on the City of San Ramon. For example, the development will have an obvious burden on local police and fire services as a result of existing mutual aid agreements, and road and park maintenance costs.

Phasing

The EIR states that the County's Growth Management Element is designed to avoid the impacts of new development by delaying development until the provision of facilities and services are assured. The Draft EIR should require phasing plans for affordable housing, infrastructure, utilities, open space, and community facilities to ensure the timely provision of these public improvements within the Dougherty Valley.

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The Specific Plan states that the primary purpose of the phasing strategy is to ensure that the phasing of development is built in a logical sequence. The Draft EIR should also analyze the impacts of implementing development at the south end of the Valley at the same time as development would be implemented at the north end.

In addition, the Draft EIR should also address and provide mitigation for impacts that will result from no limitation on the maximum number of units built per year in the Dougherty Valley.

Cooperative Planning Process

As a requirement of Measure "C" (1988) jurisdictions should participate in a cooperative, multi-jurisdictional planning process in order to reduce cumulative impacts from development. Meeting the intent of this requirement would have involved cooperation between the County and the affected cities of the Tri-Valley during the drafting of the Specific Plan and EIR. It is not appropriate to assume credit for the extensive public review process the City of San Ramon's Specific Plan and EIR have undergone.

The Dougherty Valley represents the largest project ever considered by Contra Costa County. At a minimum, the County should have adhered to the numerous requests from local jurisdictions and special districts to allow for a 90 day review period. This precedent has been set by the review periods allowed for other major projects in the area (i.e., the DEIR for the West Dublin GPA, San Ramon's DEIR for Dougherty Valley, and the DEIR for the North Livermore Specific Plan). This appears to be an attempt by the County to circumvent adequate public review of the Dougherty Valley and process this Plan before the November election.

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We appreciate the opportunity to discuss this document with you. Should you have any questions regarding these comments, please do not hesitate to call me.

Sincerely,


Phil Wong
Planning Services Manager

DR/DKM/PW/ds(0404.92)

Attachments:

- A - City's Dougherty Valley Growth Management and Specific Plan, Draft (07/14/92)
 - B - Comparative Analysis of San Ramon's Dougherty Valley Specific Plan EIR and Contra Costa County's Dougherty Valley Specific Plan and EIR
- Letter from Phil Agostini, City of San Ramon to James W. Cutler (dtd. 07/30/92)

This comment suggests that this environmental document should be considered a "program EIR", rather than a project EIR, due to its perceived lack of specificity concerning certain matters. This document was prepared as a project EIR because the proposal under study is considered a "project", as defined by CEQA. A project is the whole of the action under consideration, which in this case includes the general plan, specific plan, development agreements, development plans (plans and ordinances), and various subsequent discretionary approvals by government agencies that will be required for project construction. The various actions and entitlements have been identified in the Draft EIR (page 1-9 and pages 3-7 to 3-29).

The degree of specificity required in a project EIR or program EIR is expected to correspond to the specificity of the underlying activities described in the EIR (State CEQA Guidelines 15154). The Draft EIR was written to be sufficiently specific to cover the general plan amendment, specific plan, preliminary development plans, and development agreements. As a tiered EIR, the issue whether later project approvals such as tentative maps and final development plans are adequately covered by the Final EIR for CEQA purposes will be determined at that time. Because such additional approval applications have not yet been submitted to the County, no determination can be made regarding the adequacy of the EIR to address those approvals. For the Dougherty Valley General Plan Amendment, Specific Plan, and Related Actions project, the first level of specificity involves the plans and ordinances described above and in the Draft EIR. A second level of project specificity involves more detailed project approvals, such as the final development plans, tentative maps, and other entitlements and approvals for infrastructure to implement the project. A third level of specificity involves engineering design and construction details associated with project implementation entitlements, such as grading plans and building permits. This sequence of entitlements in Contra Costa County and its increasing level of detail is illustrated in Figure 3-14 of the Draft EIR. CEQA encourages a "tiering" approach to projects of this type. CEQA describes "tiering" as:

the coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental report and which concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior environmental impact report.

Public Resources Code section 21068.5

The Legislature has declared that tiering is appropriate when it helps a public agency to focus on the issues ripe for decision at each level of environmental review and in order to exclude duplicative analysis of environmental effects

examined in previous environmental impact reports. (Public Resources Code section 21093.)

The next level of Dougherty Valley approvals after the General Plan Amendment, Specific Plan, and Preliminary Development Plans will involve applications for final development plans and vesting tentative maps. With regard to these later approvals, Public Resources Code section 21094(a) states:

Where a prior environmental impact report has been prepared and certified for a program, plan, policy, or ordinance, the lead agency for a later project that meets the requirements of this section shall examine significant effects of the later project upon the environment by using a tiered environmental impact report, except that the report on the later project need not examine those effects which the lead agency determines were either (1) mitigated or avoided pursuant to [required findings regarding mitigation] as a result of the prior environmental impact report, or (2) examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Thus, required environmental review of later approvals can be substantially reduced, provided three conditions are met. Public Resources Code section 21094(b) provides:

This section applies only to a later project which the lead agency determines (1) is consistent with the program, plan, policy, or ordinance for which an environmental impact report has been prepared and certified, (2) is consistent with applicable local land use plans and zoning of the city, county, or city and county in which the later project would be located, and (3) is not subject to Section 21166.

In determining the scope of review for later approvals, the County must follow prescribed procedures. Public Resources Code section 21094(c) provides:

For purposes of compliance with this section, an initial study shall be prepared to assist the lead agency in making the determinations required by this section. The initial study shall analyze whether the later project may cause significant effects on the environment that were not examined in the prior environmental impact report.

Because of special treatment accorded by the Legislature to housing development, a slightly different procedure would apply to residential projects

undertaken pursuant to, and in conformity with, the Specific Plan. Government Code section 65457(a) states:

Any residential development project, including any subdivision, that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of [CEQA]. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the specific plan is prepared and certified in accordance with [CEQA]. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

Note that this exemption does not apply if, pursuant to Public Resources Code section 21166, one or more of the following events occurs:

- substantial changes that are proposed in the project that will require major revisions of the environmental impact report;
- substantial changes occur with respect to the circumstances under which the project is being undertaken that will require major revisions in the environmental impact report; and
- new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

See also CEQA Guidelines Section 15182.

In addition to the provision applicable to specific plans, the Legislature provides special treatment for housing development when the proposed development is consistent with a general plan for which an EIR was prepared. Public Resources Code section 21083.3(a) states in pertinent part:

If a residential development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to the general plan, the application of [CEQA] to the approval of that residential development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report.

Nothing in this section affects any requirement to analyze potentially significant off site impacts and cumulative impacts of the project not discussed in the prior environmental impact report with respect to the general plan. However, all public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior environmental impact report relevant to a significant effect which the project will have on the environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be undertaken.

An effect of a project upon the environment shall not be considered peculiar to the parcel or to the project, for purposes of this subdivision, if uniformly applied development policies or standards have been previously adopted by the city or county, with a finding based upon substantial evidence, which need not include an environmental impact report, that the development policies or standards will substantially mitigate that environmental effect when applied to future projects.

In summary, the environmental impacts of the Dougherty Valley General Plan Amendment, Specific Plan, and Preliminary Development Plans are addressed in the first level of a tiered EIR. The conduct of environmental review for later approvals for Dougherty Valley, such as final development plans and vesting tentative maps, will be governed by the above-referenced statutes. These provisions ensure that there will be further environmental review and, if appropriate, preparation of additional EIRs. Refer to the Errata.

- 5-2 The Environmental Impact Report - Dougherty Valley General Plan Amendment, Specific Plan, and Related Actions is considered by the County to be the first level of a tiered EIR, as described above. The Dougherty Valley EIR adequately assesses the environmental impacts of the General Plan amendment, Specific Plan, development agreements, and preliminary development plans for the Dougherty Valley project.

Under this tiering approach authorized by CEQA, later approvals and entitlements such as the final development plans, tentative maps, and other entitlements and approvals for infrastructure construction may be subject to environmental review by the County, building on this EIR as a base document (Pub. Res. Code Section 21068.5). This EIR is considered adequate for such use under CEQA.

- 5-3 The target density provisions of the Specific Plan are adequately described in the Draft EIR (see page 3-11 of the Draft EIR). The function and limitations on their use are described clearly in the Specific Plan (pages 4-1 to 4-5). The Draft EIR analyzes impacts associated with the development target densities as shown on the land use diagram (Figure 3-4), housing density distribution diagram (Figure 3-6), and Table 3-3, indicating dwelling unit estimates by land use designation. Specific implementation of the target densities would be monitored by the County when

tentative maps are proposed, which must be consistent with the policies of the Specific Plan. The project description within the Draft EIR is adequate to analyze the scale and intensity of impacts associated with the first tier of approvals, both onsite and offsite, and appropriate mitigation measures. No change to the Draft EIR is required. See response to Comments 5-1 and 5-2.

- 5-4 As indicated in the Draft EIR (page 3-14) and the Specific Plan (page 4-4), about 60% of the housing stock in the planning area is expected to consist of single-family residences. As indicated in the Draft EIR text on page 3-17 and in Table 3-3, approximately 46.8% of the single-family units in the planning area would be included within the Single Family Medium Density Residential target density classification. The remaining 13.2% of the single-family units would be small-lot, single-family detached homes that are included within the Multiple Family Low Density Residential target density classification (see the description of this classification in the Draft EIR on page 3-12 and in the Specific Plan on page 4-4). The text will be amended in the Errata to more clearly explain this apparent discrepancy. The existence of this apparent discrepancy does not affect the impact analysis. No change to the Draft EIR is required.
- 5-5 The text of the Draft EIR will be corrected to indicate that the Camp Parks portion of the planning area is within the City of San Ramon's Planning Area Boundary, as specified in the Errata.
- 5-6 Comment noted. The replacement discussion proposed by the City of San Ramon provides some helpful information concerning the city's perspective on planning efforts associated with Dougherty Valley. However, the existing discussion is considered essentially accurate and adequate for the purposes of this EIR. This comment is now part of the public record and is available for consideration by the public and decision makers. Additionally, the Final EIR will incorporate part of the information provided by the city concerning the current status of the city decision-making process contained in the final paragraph of this comment, as specified in the Errata.
- 5-7 The County is responsible for finding that the Dougherty Valley Specific Plan is consistent with the County General Plan, which, among other policy directives, includes implementation of Measure C 1988 requirements. This consistency finding is not part of the CEQA process. The Draft EIR discloses this issue and provides mitigation measures that are generally designed to require the project proponents to fund or provide facilities to reduce impacts to less-than-significant levels, if feasible. For example, page 6-30 the Draft EIR clearly states that "in all cases, the project proponents should be responsible for a pro rata fair share portion of mitigation measures that benefit the project." Mitigation measures 6.1, 6.2, and 6.3 all prescribe such pro rata cost-sharing programs to mitigate traffic and circulation-related impacts. The details for staging and financing infrastructure improvements set forth as mitigation measures in the Draft EIR will be addressed by conditions to the preliminary plan development and will require the development of mechanisms and programs to ensure adequate public services and infrastructure are available as needed by development. These mechanisms and programs would be finalized before

approval of final development plans. The Draft EIR is not required to provide a fiscal impact analysis, nor is the EIR considered inadequate because it does not provide a detailed financing plan. Refer to the Introduction of the Final EIR (Chapter A of the document) for additional discussion concerning the relationship of the project to infrastructure financing. See also response to Comment 5-89.

5-8 See response to Comment 5-7.

5-9 Neither the Draft nor the Final EIR is required to contain a mitigation monitoring program. The mitigation measures contained in the EIR have been designed to address monitoring and implementation considerations, which are expected to be incorporated into the mitigation monitoring program that will be prepared by the County for this project. The mitigation monitoring program itself must be adopted as part of the required findings that must be made by the County before the EIR can be certified and the project approved by the County.

5-10 The correction proposed by the commenter will be made in the Final EIR (see Errata). This statement is actually found on page 4-33 of the Draft EIR rather than page 4-53 as indicated in the comment letter.

5-11 Comment noted. This issue is similar to many other comments above, which address the specificity of analysis of impacts and mitigation measures associated with construction of wastewater storage facilities (see response to Comments 5-1 and 5-2). CEQA requires a reasonable attempt to predict project impacts and identify mitigation measures for those impacts. CEQA does not require detailed information about the environmental impacts of facilities whose construction details are uncertain and, if constructed, will be subject to their own subsequent environmental review.

5-12 Comment noted. Final financial arrangements will be decided during the annexation application process and are not appropriate for discussion here. However, the project would contribute its fair share of the new-growth funding that will be required for these facilities. Refer to Chapter A, "Introduction," in this document and response to Comment 5-89.

5-13 The basis for the figures used in the analysis was presented in Appendix E. Peak daily water demand ranges from 15.6-29.6 mgd. Figures derived using other methodologies or sources of data are not expected to change the impact conclusion, which is significant and unavoidable. Therefore, no additional analyses were conducted.

5-14 The data for dwelling units on page 3-19 (Table 3-3) are the most recent available based on modification by the project proponent and consultants and were, therefore, the most appropriate for inclusion in the project description. The data shown in Tables 5-6 and 5-7 were the best available at the time Brown and Caldwell conducted its analysis (May 1992). These minor differences in dwelling unit designations do not substantially alter the estimates of water demand for EBMUD and DSRSD service scenarios and do not change the impacts.

- 5-15 Comment noted. Refer to response to Comments 18-2 and 18-17.
- 5-16 The use of reclaimed water by the project was not assumed to extend to private homes and landscaping. This decision, therefore, has no impact on the analysis.
- 5-17 The California Department of Health Services is discussed on page 5-41 of the Draft EIR. The involvement of the RWQCB has been incorporated into the setting on page 5-8 and as shown in the Errata.
- 5-18 Comment noted. Refer to response to Comment 5-1.
- 5-19 Comment noted. Refer to response to Comment 5-14.
- 5-20 Comment noted. Refer to response to Comment 5-12.
- 5-21 Comments noted. CEQA requires a reasonable attempt to predict project impacts and identify mitigation measures for those impacts. CEQA does not require detailed information about environmental impacts of constructing facilities whose construction is uncertain and that, should they be constructed, will be subject to their own environmental review. Until the wastewater purveyor is identified, the offsite distribution facilities that will be required for these services are also uncertain. Any analysis of the impacts of these facilities would necessarily be speculative. In light of this uncertainty, the EIR reasonably examines wastewater supply impacts by listing the facilities that may be required under two scenarios for provision of wastewater disposal service to the project. See response to Comments 19-15 and 19-40.
- 5-22 Refer to response to Comment 5-13.
- 5-23 Comment noted. The discussion of drainage on page 5-24 refers to policy 7-45 of the County General Plan, which states that no significant increase in peak flows should be off-site for major new developments. The second part of the comment, pertaining to offsite impacts, was addressed above in Comment 19-15.
- 5-24 Comment noted. Refer to Comment 5-23. The project's drainage impacts are expected to be fully initiated by Mitigation Measures 10-1 through 10-3 of the Draft EIR.
- 5-25 A police substation is not proposed in the Specific Plan area; therefore, the requested change is not included in the Final EIR.
- 5-26 The state budget problems and subsequent cuts in the County's budget do not change the determination that the Dougherty Valley planning area needs five additional deputies. However, the budget cuts could make it more difficult to achieve Mitigation Measure 5.15. On certification of the EIR, the County will make findings regarding the mitigation measures by adopting them, finding the mitigation measures to be infeasible, or determining that another agency is responsible. If the County adopts Mitigation Measure 5.15, it will be legally responsible to ensure implementation. No change to the Draft EIR is required.

- 5-27 Increasing the number of Contra Costa County sheriff deputies will increase the amount of law enforcement, but it will not increase the amount of traffic-related law enforcement. Refer to Errata 37-61.
- 5-28 The conclusion that staffing Beat 14 full time would adequately serve the proposed project's 29,000 residents was made by assuming current law enforcement staffing throughout the County meets the 5-minute, 90% standard. Because this impact will be mitigated by the addition of five additional Sheriff deputies, police services for the City of San Ramon are not expected to be affected. In addition, the County has committed to providing additional sheriff deputy positions to meet any shortfall created by the need for additional CHP traffic enforcement sources (refer to response to Comment 7-31). No change to the Draft EIR is required.
- 5-29 The EIR can only "require" the siting of additional fire stations in Dougherty Valley through mitigation measures that the County could adopt as a condition of project approval. The Draft EIR states that the fire stations proposed by the proponent could provide significant fire response if roads are added to interconnect the core to the perimeter of the planning area. The Draft EIR also states an additional fire station may be needed to meet the fire response standards set forth in General Plan Policies 7-62 and 7-63. No change to the Draft EIR is required. Refer to response to Comment 22-1.
- 5-30 This mitigation measure was amended after thorough discussions with SRVFPD. The mitigation measure includes provisions for fire station(s). The number of stations would depend on the street circulation and location of stations to meet response standards. Financing is also discussed. Refer to Errata 22-1, 22-2, 22-5, and 22-7.
- Financing and constructing fire department facilities will be part of the conditions prior to site construction. In the interim, surrounding fire stations will serve the site until SRVFPD cannot meet time and distance response standards. No change to the Draft EIR is required.
- 5-31 Mitigation Measures 5.17 through 5.21 and 5.27 effectively reduce the impact to a less-than-significant level by meeting the County performance standards. A wildfire management plan would duplicate these efforts, and is therefore, not needed as a mitigation measure. No change to the Draft EIR is required.
- 5-32 Financing infrastructure improvements would be finalized prior to approval of final development plans. Refer to the discussion of this issue in Chapter A, "Introduction", of this document and to response to Comments 5-1, 5-2, 5-7, 5-89, 5-90, and 7-17. No change to the Draft EIR is required.
- 5-33 The SRVUSD was already included in Mitigation Measures 5.21 and 5.22 relating to K-12 education to ensure that facilities will accommodate new students.
- 5-34 The Draft EIR already requires the dedication of school sites conforming to size guidelines. The Contra Costa County Community Development Department

(Community Development Department) will also condition the approval of final development plans and tentative maps on the availability of adequate school facilities to ensure construction of these sites. No change to the Draft EIR is required.

- 5-35 Mitigation Measures 5.25 and 5.26 will ensure the planning area meets County performance standards and provides adequate childcare facilities. Because County standards will be met, it is unnecessary to specify the level of the project proponents' participation in funding construction costs at this time. No change to the Draft EIR is required.
- 5-36 Childcare facilities for K-6 would be contracted and operated by groups, such as Kid's Country, at every elementary school site in the planning area, eliminating the need to add the words "elementary school". The words "middle school" are already in the text. No change to the Draft EIR is required.
- 5-37 Peak-hour park use by non-school-age residents includes evenings and weekends. The County has a dual-use policy that allows school playground facilities to be calculated to meet acreage requirements for neighborhood parks. A precedent has also been set in other areas of the County to provide these joint use parks. For these reasons, joint use parks are included in this project. Refer to response to Comment 21-14. No change to the Draft EIR is required.
- 5-38 The parkland standard of significance applicable to this project is set forth in the County's General Plan. Because the project satisfies the County's standards, its impacts on parks are considered to be less than significant. The Specific Plan designed neighborhood parks to be located within half a mile of all residences to meet General Plan requirements (refer to pages 5-61 and 5-62 of the Draft EIR). The potential use of the project's parks by San Ramon residents does not subject the project to the City's park standards. However, a substantial portion of the creek corridors will be improved to meet park standards, resulting in a total usable park acreage that probably meets or exceeds the City's requirements.
- 5-39 Comment noted. Refer to response to Comment 5-38.
- 5-40 The community and neighborhood parkland standards were switched in Table 5-3. This correction was made in the "Key Assumptions" section of Chapter 5, "Public Utilities and Services", in the Draft EIR. No change to the Draft EIR is required.
- 5-41 The County would be responsible for identifying and obtaining remaining funding for the construction of schools. As identified in Mitigation Measures 5.21 and 5.22, the Community Development Department could place conditions on final development plans to ensure that adequate facilities are provided. This is one method for ensuring school construction. Refer to response to Comment 5-32. No change to the Draft EIR is required.
- 5-42 The Community Development Department will ensure the appropriate entity maintains parks and recreation facilities, and this is reflected in a change to the Draft EIR. Refer to the Errata in the Final EIR.

- 5-43 The construction of park facilities will be addressed by the Community Development Department and be made a condition of approval of final development plans. Maintenance of park facilities will be provided through landscape and lighting assessment districts established in Mitigation Measures 5.31 and 5.33 or through other means elected by the County. Parks would be developed and constructed according to County General Plan standards as indicated in Mitigation Measure 5.32.
- 5-44 Refer to response to Comment 5-38.
- 5-45 Improved and unimproved open space exists within the project boundaries. Twenty-one percent is improved open space, including parks and bike ways, and 34% is unimproved, including areas with no grading or development. These changes are reflected in the text. Refer to the Errata in the Final EIR.
- 5-46 The need for managed open space and open space managers is addressed in the Draft EIR in Mitigation Measure 5.27. "EBRPD or another appropriate agency" is identified. The costs of maintaining the open space, including fire prevention, are the responsibility of the open space managers at the time of acquisition and not within the purview of this environmental document according to CEQA. Land management operations, such as landscaping, mowing, and discing, and the financial impacts associated with these operations are beyond the scope of this EIR. Interim management will be administered by SRVFPD, EBRPD, and Community Development Department. No change to the Draft EIR is required.
- 5-47 An open space management plan is one possible method of coordinating the phasing, improvements, and financing for open space. However, it would be premature to develop a management plan without input from the manager. Resource managers will have to prepare plans for resource protection at the time of acquisition and possibly conduct further environmental review using data from this EIR. Interim management will be administered by SRVFPD, EBRPD, and Community Development Department. No change to the Draft EIR is required.
- 5-48 PG&E's modified standards will be included in the development, and PG&E will recover costs of providing electric service through developer and user fees, as stated in the impact, "Need for Electric Service" (page 5-52 of the Draft EIR). No change to the Draft EIR is required.
- 5-49 PG&E will determine whether utilities need to be buried on the project site and on roadways within the City of San Ramon. However, the County supports undergrounding on the project site and on roadways in San Ramon affected by the project. No change to the Draft EIR is required. The uncertainty of location and sizing of utilities makes the evaluation of environmental impacts associated with offsite utilities speculative at this time.
- 5-50 Comment noted. According to city staff, Parcel "J" is located near the current terminus of Bollinger Canyon Road. Staff is concerned that there will not be adequate right-of-way to construct the extension as planned. More detailed surveying and engineering analysis may indicate that easements or exemptions will be required

or that a portion of the property will need to be acquired prior to constructing the roadway.

- 5-51 Comment noted. Figure 6-5 in the Draft EIR has been revised to correctly name Deerwood Road and to delete the previously shown Twin Creeks Drive extension. The Twin Creeks Drive extension was erroneously shown in Figure 6-5 but was not included in the traffic model network assumptions (refer to Appendix D for the complete listing of planned roadway improvements). Therefore, the deletion of the Twin Creeks Drive extension from the planned roadway improvements does not change any traffic forecasts.
- 5-52 The traffic analysis has been revised as requested. Because the results of the traffic analysis are used as input to the traffic noise model, the traffic noise analysis has been revised. Although the geographic extent of the traffic analysis has been increased by addressing more intersections, the extent of the traffic noise analysis has not been increased for the following reasons.

In selecting the roadway segments to be evaluated in the noise analysis, the first consideration was the geographic relationship of a roadway to the project area. Roadways within the project area or that serve as connectors between the project area and freeways were selected. Second, roadways that are well away from the project area were evaluated if the traffic analysis indicated that implementation of the project would result in a substantial increase in 24-hour traffic volumes. Review of the traffic data by the acoustical engineer revealed that for roadways well outside the project area (i.e., west of I-680 and south of I-580), the increases in traffic volumes attributed to the project would be relatively small and would result in an insignificant increase in traffic noises. Detailed analysis of these roadways is considered unnecessary.

In the process of revising the traffic noise analysis, it was found that one roadway segment was mislabeled (Camino Tassajara Road between I-680 and Diablo Road should have been identified as Diablo Road between Camino Tassajara Road and I-680). Also, the assumed number of lanes under existing conditions on five roadway segments were found to be incorrect. These segments include: Diablo Road between I-680 and Camino Tassajara Road; Camino Tassajara Road between Diablo Road and Sycamore Valley Road; and Dougherty Road between Dublin Road and I-580, Old Ranch Road, and Blackhawk Road. The analysis of existing conditions was revised to include the correct laneage for these segments. The net effect is that the existing noise levels along these segments is 1 dB lower than reported in the Draft EIR except Blackhawk Road, which is 1 dB higher. These minor changes do not affect any significance determinations in the Draft EIR. Tables 8-3, 8-5, 8-6, 8-7, 8-8, and 8-9 have been revised to reflect the results of the revised noise analysis. Refer to the Errata.

Traffic noise levels determined from the revised analysis are (with three exceptions) within 1 to 3 dB of traffic noise levels determined in the Draft EIR analysis. Under 2010 no-project conditions, the exceptions are Dougherty Road between Crow Canyon Road and Bollinger Canyon Road and Old Ranch Road, where noise levels

are 4 and 5 dB higher respectively. Under no-project buildout conditions, noise levels, along Old Ranch Road are 4 dB higher. These noise levels are not new significant impacts because they occur without the project and because the Draft EIR predicted noise levels over 60 L_{dn} if the project is developed.

The result of the revised analysis is that traffic noise along Old Ranch Road is not a significant impact. Under the revised analysis, the increase over no-project conditions is only 1 dB. The text has been revised to reflect this change by deleting the impact along Old Ranch Road. Refer to the Errata. Speed reduction has been included as a mitigation measure. Refer to response to Comment 37-11.

Under cumulative impacts in the Draft EIR, implementation of the project is identified as contributing to excess noise conditions along all the roadways analyzed with the exception of Old Ranch Road. Under the revised analysis, Old Ranch Road would no longer be excluded because noise levels would exceed 60 dB- L_{dn} and cumulative increases would occur. The text has been revised to reflect this change.

With the revised analysis, an additional substantial cumulative increase in noise occurs along Camino Tassajara Road between Crow Canyon Road and Highland Road (Tables 8-3 through 8-9).

- 5-53 Comment noted, and changes are made to the Final EIR. Refer to the Errata in the Final EIR.
- 5-54 Comment noted. There are a number of significant reasons why the results of the traffic noise modeling conducted for the County's EIR differ from the results of the noise modeling done for the City of San Ramon EIR, including the following:

1. The output of the traffic model is the basic input to the traffic noise model. A different traffic model and set of modeling assumptions were used for each traffic analysis. Accordingly, different fundamental input data were used for each noise modeling analysis, which likely resulted in differences in noise modeling results.
2. Although both traffic noise modeling analyses used the FHWA traffic noise model, significantly different approaches to developing 24-hour weighted average sound levels were used. In the city's EIR, peak-hour traffic volumes were used to calculate peak-hour noise equivalent levels (L_{eq}) using the FHWA model. The EIR states that a rule of thumb is that the L_{eq} for the peak commute hour is usually about equal to the L_{dn} value. Peak-hour L_{eq} values, not L_{dn} values, are reported in the tables, and it is stated that these values can be compared to L_{dn} criteria values because "the peak hour L_{eq} . . . and the L_{dn} are all within 1 decibel of each other."

The simplifying assumption that peak-hour L_{eq} values are equal to or within 1 dB of L_{dn} value is not always true. The relationship between peak-hour L_{eq} values and L_{dn} values from noise measured at a specific location is dependent on the specific traffic conditions that occur at that location. In urban areas near heavy traffic, the peak-hour L_{eq} is typically 2 to 4 dB lower than the daily L_{dn} value. In less heavily developed areas, the peak-hour L_{eq} is often equal to the daily L_{dn} value. For rural

areas with little nighttime traffic, the peak hourly L_{eq} value will often be 3 to 4 dB greater than the daily L_{dn} value.

In the County's EIR, the L_{dn} value for each road was directly calculated by evaluating the traffic noise level for each hour of the day. This was done by using 24-hour traffic patterns that were developed directly from 24-hour traffic counts taken on roadways in the project area. Hourly volumes were then calculated using ADTs and the 24-hour patterns. Hourly noise levels were calculated using hourly volumes and speeds. The L_{dn} value for each roadway was then directly calculated from the 24-hour set of calculated hourly noise levels. Speeds used in each hourly calculation were adjusted based on the degree of congestion that occurs in each hour.

3. In the city's EIR, the distance-to-noise contours are calculated, assuming that hard reflective ground surfaces exist between all roadways and receptor locations. This corresponds to an attenuation rate of 3 dB per doubling of distance from a road. An attenuation rate of 4.5 dB per doubling of distance is commonly used when the view of the roadway from the receptor is interrupted by isolated buildings, clumps of bushes, and scattered trees or when the intervening ground is soft or covered with vegetation. The attenuation rate of 4.5 dB per doubling of distance was used in the County's EIR because it more closely reflects the actual conditions in the project area. These differences in attenuation rates can have a strong effect on the calculated distance-to-noise contours. For example, if the noise level at 100 feet from a roadway is calculated to be 70 dBA, the distance to the 60 dBA contour would be 1,000 feet, using an attenuation rate of 3 dB per doubling of distance and 465 feet using 4.5 dB per doubling of distance.

The analysis used in the city's EIR does not appear to have taken into account speed reductions from congestion, the number of roadway lanes, widths of the roadways, site-specific relationships between peak-hour L_{eq} and daily L_{dn} values, or attenuation rates based on actual site conditions. To the extent possible, the analysis in the County's EIR takes these factors into account. These differences in the approach to the analysis would account for many of the differences in predicted sound levels.

Regarding mitigation that meets or exceeds city standards, the County's EIR specifies more mitigation and greater setbacks than specified in the city's EIR for existing and planned residential land uses. The city's EIR only specifies mitigation for planned development and recommends no mitigation for existing development as does the County's EIR. The city's EIR uses 70 dBA- L_{dn} as the standard for residential land uses, even though the County's standard for residential land uses is 60 dBA- L_{dn} , and many of the roadways are not within the city's jurisdiction. Noise levels as high as 70 dBA- L_{dn} are identified as being conditionally acceptable by the city for residential land uses as long as needed noise-insulation features are included in the design of dwellings. Although the city's EIR is basing mitigation on the 70 dBA- L_{dn} standard, it does not specify that this additional acoustical insulation may be needed. The County's EIR uses 60 dBA- L_{dn} as the standard for residential land uses and specifies improved acoustical insulation of dwellings if required to meet the interior noise standard of 45 dBA- L_{dn} .

The city's EIR specifies greater setbacks for commercial development than it does for noncommercial (i.e., residential) development. This mitigation in the city's EIR is questionable because it provides more noise protection to commercial land uses than it does to residential land uses.

- 5-55 This mitigation is an extension of Implementing Policy G of the City of San Ramon noise element. This policy states that noise mitigation is required to provide 45 dBA- L_{dn} in habitable rooms of all housing. This policy dictates that homes in the planning area shall be designed to control interior noise levels. Adequate acoustical insulation would be part of this design. No change to the Draft EIR is required.
- 5-56 Given the level of detail available on the proposed recreational and cultural facilities, it is not possible to quantitatively estimate the level of noise that would be generated from these activities and determine specific setbacks. However, the mitigation measure requires that a detailed acoustical analysis be conducted to determine specific implementation of mitigation at a time when sufficient detail is available to do so. The proposed mitigation is feasible and is not speculative. No change to the Draft EIR is required.
- 5-57 Grading on slopes in excess of 26% will be regulated under the County's Measure C policy. Specific standards and criteria for grading on slopes greater than 26% have not been adopted by the County at this time. However, development will be consistent with the Contra Costa General Plan and other scenic resources policies. The level of specificity regarding grading on slopes presented in the Draft EIR is adequate for this stage in planning. Refer to response to Comment 5-1. Specific criteria for development on slopes greater than 26% will be addressed in subsequent review of grading and development plans.
- 5-58 This comment identifies an error in Figure 9-11. The figure is amended to correct this. Refer to the Errata in the Final EIR.
- 5-59 Cut-and-fill maps are provided in the Draft EIR (pages 9-6 and 9-7). Mitigation Measure 9.1 requires that the project proponents prepare a detailed grading plan prior to the approval of the final development plans. If the grading plan indicates that there may be significant adverse impacts that were not addressed in the EIR, further environmental review will be necessary. CEQA does not require that all permit applications needed to construct a project be submitted prior to certification of a project EIR. Refer to response to Comments 5-1 and 5-2.
- 5-60 The EIR is amended to clarify the proponent's responsibilities under Mitigation Measure 9.4, and Mitigation Measure 9.4b is added. Refer to the Errata in the Final EIR.
- 5-61 The Draft EIR does not assume that decommissioning of a portion of the Camp Park military base and re-use will occur. The proposed alignment of the Windemere Parkway extension does not cross military lands, as proposed in the Specific Plan. No change to the Draft EIR is required.

- 5-62 Under Mitigation Measure 9.10, the grading plan will design infrastructure to mitigate potential damage from geologically unstable lands. Locating wastewater infrastructure on undeveloped open space minimizes the potential health threat if a structure were damaged. This impact is not considered significant after implementing Mitigation Measures 9.1 through 9.4 and 9.10, so no additional analysis is required in the Final EIR.
- 5-63 Mitigation Measure 10.1 of the EIR states that the detention basin design would conform to CCCFCWCD criteria and would be consistent with relevant DVSP policies. The detention basins would also be designed with the assistance of a landscape architect. Therefore, the elements of this mitigation measure ensure that the final construction and operation of detention basin No. 3 would not impact surrounding land uses.
- 5-64 The EIR has been amended to reflect the comments of the Bay Area Regional Water Quality Control Board. Refer to Errata 3-1 and 3-2.
- 5-65 The Final EIR is hereby amended to reflect that the RWQCB requires NPDES permits for construction activities impacting more than 5 acres of land. Refer to the Errata in the Final EIR.
- 5-66 Comment noted. This section on Contra Costa County General Plan Policies with regard to water quality does not address the issue raised by the commenter in Comment 5-64. No change to the Final EIR is required.
- 5-67 Major creek corridors were identified by solid black lines on Figure 10-2 and were discussed in the setting. Individual design and engineering considerations would be used to obtain the level of detail required when creek improvements would be developed and submitted to regulatory agencies. Therefore, an additional map was not considered necessary.

Wetlands issues are not within the scope of Chapter 10. Refer to Chapter 11, "Biological Resources", and comments for wetlands issues. The County would apply provisions of its Wetlands Protection Ordinance as applicable as tentative maps are proposed and processed (see response to Comment 3-3).

- 5-68 Comment noted.
- 5-69 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata. Cost estimates are not within the scope of the EIR and were not included, although potential costs would be greatly reduced with the removal of sediment prior to its reaching hazardous levels.

Detention basins would already be constructed, according to the project description. Mitigation measure 10-4 recommends the use of silt/grease traps for the project drainage system and other BMPs, such as grass swales or infiltration trenches. A combination of these and other BMPs would reduce the release of a variety of pollutants, including many hydrocarbons.

The detention basins would be maintained by the Flood Control District. The disposal of sediment by the Flood Control District would be conducted in a manner consistent with all pertinent regulations. The Public Works Department, Road Maintenance Division, would maintain public streets in the project, including storm drain catch basins. Disposal of litter and debris will be consistent with pertinent regulations.

- 5-70 The comment is incorrect. Table 10-1 does not suggest any numeric standards for constituents in urban runoff nor does it refer to NPDES permits. Table 10-1 presents actual data collected by the USGS on median concentrations of selected pollutants based on land use.
- 5-71 Comment noted. Specific details of the emergency response program would be developed at the tentative map approval and would be subject to approval by the Department of Public Works Director, with input from the City of San Ramon. Refer to the Errata.
- 5-72 Comment noted. Maintenance of storm drains, including regular cleaning, would be necessary to maintain the maximum flood control capacity and efficient drainage and to ensure adherence to CCCFCWCD criteria and DVSP policies.
- 5-73 Refer to the Errata for text revisions.
- 5-74 Refer to the Errata for text revisions.
- 5-75 Under DVSP Policy OSC-3, the project design is expected to maintain uninterrupted open space areas to the extent possible by minimizing breaks caused by roadways. Specifically, two crossings of Bollinger Canyon Road and one of Tassajara Road are identified as appropriate for grade-separated connections (page 7-5 of DVSP). The mitigation measures recommended by the commenter therefore need not be imposed on the project as additional mitigation measures.
- 5-76 Comment noted. Mitigation measures in the Draft EIR are expected to mitigate tree losses resulting from the project to less-than-significant levels.
- 5-77 Refer to the Errata for text revisions.
- 5-78 Comment noted. Mitigation Measure 11.4 is revised to ensure that it is consistent with DVSP Policy OSC-12, and ensures adequate replacements of valley oaks. Eight- to 24-inch boxed trees would not be appropriate for restoration applications, which generally use seedlings for more effective survival and growth rates. The size of tree replacement stock should be determined by a qualified restoration ecologist based on site-specific conditions. Refer to Errata in the Final EIR.
- 5-79 Refer to the Errata for text revisions.
- 5-80 See response to Comment 37-143.

- 5-81 Comment noted. Refer to Mitigation Measures 12.5 and 12.6. Also refer to Errata 5-80.
- 5-82 The construction of affordable housing will be prescribed by the conditions of approval associated with the final developments plans or tentative maps and monitored by the Community Development Department before issuance of final map approvals. No change to the Draft EIR is required.
- 5-83 The mitigation measures identified in the comment are not necessary to achieve the affordable housing contemplated by the project and in fact go beyond the project's proposal. Refer to response to Comment 5-82.
- 5-84 Refer to response to Comment 5-82 and 5-83.
- 5-85 ABAG uses 1.6 workers per household; this number should be used instead of the 1.83 workers per household indicated on page 14-14 or 1.7 as indicated in the comment letter. This does not result in a substantial change in the EIR's analysis. Refer to the Errata in the Final EIR.
- 5-86 Use of the term "should" is consistent with other mitigation measures throughout the document. On adoption of the EIR with these mitigation measures, compliance shall be required, and the mitigation monitoring plan will prescribe the approach to be followed to verify document compliance. No change to the Draft EIR is required.
- 5-87 The County has proposed a "range of reasonable alternatives to the project . . . which could feasibly attain the basic objective of the project" (CEQA section 15126[d] and Draft EIR page 16-1). The County has developed the parameters of the Moderate Density alternative to generally attain the project purpose and objectives listed on page 3-6 of the Draft EIR, which illustrates the potential reduction in the project impacts that could be realized by developing an alternative with a unit found similar to that of the City's proposal. The EIR is not required to analyze every possible permutation of development, especially proposals that clearly do not address project objectives (such as the infill of small areas through existing Tri-Valley cities). However, if the Board of Supervisors wishes to compare the impacts under the City's proposal with those of the project, the City's Draft EIR is a public document available for the Board's review. No change to the Draft EIR is required.
- 5-88 See response to Comment 5-87. The city's comparative analysis between the city and County Specific Plans, contained in the commenter's letter as Appendix C, is a helpful addition to the public record. Although there are clear differences in some aspects of the projects, these development proposals would result in environmental impacts of similar scale and intensity. No change to the Draft EIR is required.
- 5-89 Economic and fiscal impact analysis information of the type requested by the commenter is not required by CEQA. Economic or social effects of a project are not to be treated as significant effects on the environment. However, economic or social information may be included in an EIR or may be presented in whatever form the lead agency desires, and economic and social factors may be used to determine the

significance of physical changes to the environment caused by the project (Guidelines Section 15131). The economic and social information contained in the Draft EIR is considered adequate to address CEQA requirements. Infrastructure financing would be finalized prior to approval of final development plans. Refer to Chapter A, "Introduction", of this document and response to Comment 5-7.

- 5-90 The Draft EIR assumes that phasing of development under the Dougherty Valley Specific Plan would be tied to provision of adequate facilities and services as specified in the specific plan itself (see Chapter 11, "Growth Management", on page 11-1). **The adequacy of facilities and services for the ultimate development of the project is analyzed adequately in the Draft EIR.** All development proposed under the Specific Plan must be found consistent with the Growth Management Policy of the Specific Plan. Because this EIR is a tiered document (see response to Comments 5-1 and 5-2), the adequacy of facilities and services is expected to be monitored by the County as entitlements, such as the final development plans and tentative and final maps, are proposed and processed. The details for staging and financing infrastructure improvement will be addressed in an infrastructure matrix and capital improvement program to be finalized prior to approval of final development plans. No change to the Draft EIR is required.
- 5-91 Refer to response to Comment 5-90.
- 5-92 Refer to response to Comment 5-90.
- 5-93 The Draft EIR does not indicate that the County has "assumed credit" for the public review process conducted by the City of San Ramon as part of city planning actions associated with Dougherty Valley. The public review process associated with County circulation of the Draft EIR was scheduled to provide the 45-day review period required by CEQA (June 8, 1992, to July 23, 1992). The public review period was subsequently extended by the County to August 4, 1992, to allow additional public comments to be submitted. The County has provided legally adequate consultation with responsible agencies and public review in compliance with CEQA.



CITY OF SAN RAMON

1111 CAMINO RAMON
P.O. BOX 5148
SAN RAMON, CALIFORNIA 94583
(916) 375 1200
FAX (916) 366-1436

July 30, 1992

Mr. James W. Cutler, Asst. Director
of Comprehensive Planning
Contra Costa County - Community Dev. Dept.
651 Pine St., 4th Flr., North Wing
Martinez, CA 94553 - 0095

RE: Comments on Circulation Chapter, Contra Costa County Dougherty Valley DEIR

Dear Mr. Cutler:

The Transportation Services Division of the City of San Ramon has reviewed the Circulation Chapter of the Dougherty Valley DEIR, and the following are our comments:

1. Page 6-1, Regional Roadway Network

The paragraph describing the regional roadway network is awkwardly worded, and is confusing regarding the focus of the statements, especially regarding the overall LOS of the local street system.

2. Figure 6-1

The study omitted numerous critical intersections in San Ramon such as the following:

- o Bollinger Canyon Road/Sunset Drive
- o Crow Canyon Road/Crow Canyon Place
- o Crow Canyon Road/Camino Ramon
- o Crow Canyon Road/San Ramon Valley Boulevard

3. Page 6-3, first paragraph

What year were "recent" traffic counts taken as shown on Figure 6-3? A majority of counts in the San Ramon area are 1990 counts. Other counts are seriously low. For most San Ramon locations there are 1991 directional ADT count volumes available.

4. Page 6-6, first paragraph

The last sentence refers to "Existing" traffic volumes on Figure 6-3.

5. Page 6-6, Dougherty Road

The second paragraph indicates Dougherty Road is generally planned to be widened to a six-lane facility. The information presented does not support this conclusion. A four lane facility appears to be more likely, especially since widening to six lanes would require approval by federal officials in the Camp Parks area.

6. Page 6-9 Old Ranch Road

There are plans for reconstruction of Old Ranch Road to a four lane facility, but this project is not yet underway.

7. Page 6-11, Intersection Conditions

The I-680 northbound off-ramp/Alcosta Boulevard intersection operates at LOS B during PM peak hour rather than LOS D as the report indicates.

8. Pages 6-11 and 6-12, Central Contra Costa Transit Authority

The description of CCCTA service should include the existing Route 122 in San Ramon and Danville.

9. Page 6-15, Impacts & Mitigation Measures Associated with the Project.

This Section of the report does not address the year 2000. The EIR should include analysis for year 2000 consistent with the traffic study.

10. Page 6-15 Impacts and Mitigation Measures Associated with the Project

To fully analyze the impacts and mitigation measures for such a large and extensive project area, impacts and mitigation measures should be analyzed for each major phase of the development project.

11. Page 6-16 Cumulative, No Project - Land Use Scenarios

The assumption of the full build-out of all City and County General plans is contrary and inconsistent with MTC and ABAG projections for the region.

11

12. Page 6-16 Traffic Model

The meaning and description of the traffic model in the explanatory paragraph is unclear. The third sentence is particularly confusing with the phrase "the forthcoming Tri-Valley Model being developed development by the CCTA".

12

13. Page 6-16 Trip Generation

The report indicates the trip generation was based upon previous modeling studies including the Contra Costa County traffic model. Why were the trip rates researched, and developed by the Institute of Transportation Engineers (ITE) and documented in the Trip Generation Manual (5th Edition) not utilized for this study?

13

14. Figure 6-5, Planned Roadway Improvements

The Twin Creeks Drive Extension project should be deleted as it is no longer a part of City CIP program.

14

15. Page 6-20 Trip Distribution

The report states that the trip distribution was estimated using factors based on earlier travel surveys conducted by MTC. The report should provide documentation regarding the trip distribution factors and appropriateness for existing and proposed travel patterns.

15

16. Page 6-20/Page 6-23 Significance Criteria - Intersections

The significance criteria used in the study for intersection traffic impacts was LOS D with v/c ratio equal to or less than 0.89. Should there also be a measure of significance for an incremental addition?

16

17. Page 6-22, Table 6-6

The existing ADT count volumes are seriously low as stated previously. Alcosta Blvd. is a 4 lane divided arterial (not undivided). The use of maximum and design ADT may be useful as a general indication of possible impacts for the project. however, peak hour LOS analysis will be more meaningful to define specific impacts.

17

18. Page 6-23 Routes of Regional Significance

The description and identification of the Routes of Regional Significance is in error, and it should be corrected accordingly.

18

19. Page 6-25 CMP Network

The report states that failure to prepare and adopt a Deficiency Plan would cause local jurisdictions affected by the LOS violation to lose a portion of their state gas tax subventions. Which local jurisdictions would be affected by the LOS violation - the agency responsible for approving the development or LOS at intersections within an adjacent jurisdiction? A clarification and explanation of this process is needed.

19

20. Page 6-27 Dougherty Road

The explanation of the Contra Costa County General Plan to upgrade Dougherty Road should include information that the expressway is to be two lanes.

20

21. Page 6-27 Interstate 680

The description of the HOV improvement project is in error. The project does not extend from I-580 to State Route 24. A clarification and corrected description should be incorporated into the report.

21

22. Page 6-28 I-580/I-680 Interchange

An extensive description of the ultimate improvements for the interchange is included in the report, however, the project is contingent on future funding. Realistic funding sources should be identified with a discussion of the likelihood for funding the improvements added to the description.

22

23. Page 6-28 Rail Transit

The Southern Pacific Right-of-Way has been designated a class I bicycle path by Danville and Contra Costa County, in addition to San Ramon. The report should include this information.

23

24. Page 6-30, Rail Transit (last paragraph)

The report discusses the Contra Costa Rail Opportunities Study regarding the I-680 corridor for rail transit service, however, local jurisdictions in Contra Costa County have not been involved in the study process. The resolution of the rail transit alignment along the I-680 corridor would need to involve local jurisdictions in addition to the affected County representatives.

24

25.	Page 6-30, Mitigation Measures (last paragraph)	
	Regional Mitigation Measures are currently under discussion at both the Tri-Valley Transportation Council and at the Contra Costa Transportation Authority. Discussion of requirements for regional mitigation measures may be premature at this time.	25
26.	Page 6-31, Mitigation Measure 6.1	26
	If mitigation measure 6.1 were not implemented, a significant unmitigated impact would result on a regional route(s).	
27.	Page 6-33, Exceedance of Tassajara Road Planned Capacity	
	The report indicates the roadway volume would only increase by 1000 ADT with the project in the year 2010. The relatively small increase in traffic volumes from the project is questionable and needs explanation.	27
28.	Page 6-33, Peak- Hour Freeway Mainline Analysis	
	The report presents evidence that the consultant's use of generalized peaking and directional factors assumed in daily volume analysis is incompatible with forecasted peak hour volumes. (See previous comment #7)	28
29.	Page 6-38, 6-39 Mitigation Measure	
	The report indicates no direct mitigation is feasible. As a consequence, relying on major regional mitigations involving many jurisdictions and affected agencies may not be realistic and achievable to mitigate project impacts.	29
30.	Page 6-43, Intersection Analysis	30
	(See previous comment #5)	
31.	Table 6-12, page 6-44 (Year 2010 without Mitigation)	
	The volume results indicate the I-680 northbound intersections off-ramps at Bollinger Canyon Road (AM and PM peak hour) and at Alcosta Boulevard (AM peak hour) will be improved by <u>building the project</u> without providing mitigations. The logic for this conclusion is not readily apparent. An explanation for this phenomenon should be included within the report text.	31

32. Table 6-12 and Table 6-13, Volume-to-capacity ratios and LOS analysis

a. I-680 NB off-ramp/Bollinger Canyon Road intersection

The projected volumes appear to be too high and unrealistic when compared with similar projections from other studies performed by other consultants. This is particularly true upon examination of the northbound right-turn volume in the AM analysis. The projected volume of 3,632 for exceeds the capacity of two exclusive right-turn lanes, and in reality, would not occur due to diversion to other locations. The LOS program utilized by the consultant is too conservative, and portrays LOS conditions which are worse than observed field conditions. As an example, the northbound off-ramp right-turn LOS calculation does not acknowledge right-turns-on-red (RTOR) while existing counts verify 25-33% RTOR. As a consequence, the consultants predicted levels-of-service and volume-to-capacity ratios are at unacceptable service levels. The v/c ratio and LOS analysis should be re-examined and re-analyzed for other development scenarios as well.

32

b. Alcosta Boulevard/Bollinger Canyon Road intersection.

The geometrics assumed by the consultant for both approaches of Bollinger Canyon Road are in error. Both approaches have an exclusive left-turn, an exclusive right-turn, and two through lanes. In addition, the consultant has not incorporated any programmed improvements into the assumptions such as an exclusive southbound right-turn lane. As a result, the LOS calculations should be recalculated with corrected geometric assumptions for all affected development scenarios. The consultant predicted LOS and v/c ratios are at unacceptable service levels.

33

c. I-680 northbound off-ramp at Alcosta Boulevard

Similar to previous comments, the LOS program is too conservative with predicted levels-of-service and volume-to-capacity ratios at unacceptable

service levels. As examples, the northbound and westbound right turn movements do not acknowledge RTOR while existing counts indicate a range of 35-40% RTOR at these locations. These specific movements have minimal conflicts with other traffic movements. The LOS calculations should be recalculated accordingly with more appropriate assumptions for all development scenarios.

34

33. Mitigation Measure (page 6-48 and Table 6-14, page 6-49)

a. I-680 northbound off-ramp at Bollinger Canyon Road

Item 6-4 (b) indicates widening to add a fourth westbound through lane on Bollinger Canyon Road. The mitigation measure does not address the unacceptable service level for the AM peak hour ($v/c=1.50$, LOS F). To improve the AM peak hour may involve adding a fourth eastbound through lane. Widening the roadway for the eastbound and westbound lanes would likely require widening the I-680 freeway overpass structure on Bollinger Canyon Road.

b. Alcosta Boulevard/Bollinger Canyon Road

Item 6.4 (c) indicates a modification of the traffic signal control as part of the mitigation measure. The consultant should provide an explanation as to the type of traffic signal control modification and the extent this would affect the LOS.

c. I-680 northbound off-ramp/Alcosta Boulevard

Item 6.4 (d) indicates widening the westbound Alcosta Boulevard and the northbound off-ramp to provide additional right-turn lanes. The cost implications for these capital improvements should be included as part of the report to properly frame the package of mitigations as realistic and achievable.

34. Table 6-15, Intersection Impacts and Mitigation for Year 2010 (with project conditions)

The Alcosta Boulevard/Bollinger Canyon Road Intersection is identified as operating during the PM peak hour with unacceptable LOS. The mitigation measures required to improve LOS to acceptable levels are identified as (eastbound) restriping to provide two left-turn lanes, three through lanes, and one right-turn lane, and (westbound) restriping a shared left-through lane to an exclusive left-turn lane.

Restriping the eastbound lanes offers an impractical solution as the eastbound through lanes east of the intersection are not in proper alignment. The existing westbound lanes consist of an exclusive left-turn and right-turn lanes, and two through lanes.

35. Page 6-53, Mitigation Measures for Alcosta Boulevard/Bollinger Canyon Road. (Year 2010 with Project Conditions)

There apparently is a discrepancy of the necessary mitigations for the Alcosta Boulevard/Bollinger Canyon Road intersection. In Table 6-51 the need to add one westbound through lane (on Bollinger Canyon Road) was identified, however, in paragraph 6.9b (page 6-53) there is no mention of the additional westbound through lane.

36. Page 6-55, Mitigation Measure 6.10c

The need to provide a free right-turn lane is identified for the Dougherty Road/Crow Canyon Road intersection. Although the capacity and congestion of the intersection may be improved with the proposed mitigation measure, installation of a "free" right may have safety impacts particularly involving pedestrian and bicyclists.

Taken collectively, the comments on the circulation chapter of the DEIR suggest that the analysis does not adequately address the traffic impacts of the Dougherty Valley GPA, nor provide for reasonable, effective mitigation for those impacts. It is San Ramon's opinion that many of the fundamental assumptions upon which the study is based are flawed, rendering the validity of the conclusions suspect. If we may clarify our comments, please do not hesitate to call myself at 275-2227. Thank you for the opportunity to review and comment on the Dougherty Valley DEIR.

Sincerely,

Phil Agostini

Phil Agostini
Sr. Civil Engineer - Transportation

PCA\jh
M156

- 6-1 Refer to the Errata in the final EIR.
- 6-2 An additional 18 intersections were analyzed subsequent to the Draft EIR to determine the impacts and necessary mitigation. Refer to the Errata, revised Figure 6-1, and the revised text of Chapter 6 and Appendix D.
- 6-3 The ADT count volumes in the City of San Ramon used in Figure 6-3 were compiled from 1990 and 1991 traffic studies. Because the traffic model was recalibrated to 1990 land use conditions, all available counts from 1990 were selected, and the remainder were filled in from the city's 1991 Draft EIR on Dougherty Valley.
- 6-4 The EIR states that existing traffic volumes are shown in Figure 6-3. No change to the Draft EIR is required.
- 6-5 According to the 1984 Dublin General Plan, Dougherty Road is planned to be designed as a six-lane divided arterial between the County line and I-580. In addition, Bollinger Canyon Road would serve as a major spine for the project and a regional arterial. Bollinger Canyon Road will function as a utility corridor for potable water, reclaimed water, and communications. Right-of-way would also be reserved along Bollinger Canyon Road for a possible light rail line to serve the project. Although attaining federal government approval for right-of-way acquisition in the area of Camp Parks may impede the completion of this facility, it does not necessarily alter the planned six-lane roadway width. This project was included according to the Tri-Valley Transportation Council's list of assumed planned highway improvements for 2000 and 2010 analyses.
- 6-6 Comment noted. Old Ranch Road currently provides two travel lanes.
- 6-7 The revised calculation worksheet for the Alcosta Boulevard off-ramp from northbound I-680 in Appendix D shows that the existing condition is LOS B in the p.m. peak hour, whereas the previously calculated condition was LOS D. In order to accommodate this feature, adjustments were made to the standard CCTA level of service program to allow right turns on red (RTOR) at interchange off-ramps as permitted in the *Technical Procedures* guidelines. Previously, no allowance was made for RTOR in these cases in the calculation program (which was developed for the CCTA by TJKM). A simple algorithm was developed to calculate the RTOR based on the estimated available gaps in upstream traffic flows. The off-ramp RTOR volume was calculated as the $([\text{Number of Upstream Lanes}] \times [700 \text{ vehicles per hour}]) - (\text{Upstream Traffic Volume})$. As the upstream traffic volumes approached the assumed 700 vehicles per lane arterial capacity, then the RTOR was reduced. In cases where upstream congestion was forecasted or the volumes exceeded 700 vehicles per lane, no RTOR was allowed.
- 6-8 Comment noted. Route 122 serves Danville and San Ramon with a link between Sycamore Valley and Blackhawk areas to Bishop Ranch. Figure 6-4 of

the Draft EIR has been revised to indicate this new route. Refer to Chapter 6 in the Errata.

- 6-9 Refer to response to Comment 2-4.
- 6-10 Refer to response to Comment 6-9 regarding a year 2000 traffic analysis. The project applicants did not provide phased development plans that would permit the analysis of the project phasing and associated offsite impacts and necessary improvements. The specific development phases of the project are not currently before County review. See response to Comments 5-1 and 5-2.
- 6-11 The 2010 land use scenario was constrained to the ABAG Projections 90. The cumulative scenario was developed to determined worst-case conditions for the General Plan Amendments under consideration.
- 6-12 The specific sentence referred to was a typographical error in the Draft EIR. The word "development" should be deleted. A more thorough description of the transportation modeling methodology appears in Appendices D-1 and D-4 in the Draft EIR. See also Errata Volume 2.
- 6-13 The trip generation methodology used in the Draft EIR was developed to be consistent with the CCTA Technical Procedures for general plan analyses and specified on pages 4 and 14 of that manual.
- 6-14 Refer to response to Comment 5-51 and Chapter 6 in the Errata.
- 6-15 The Draft EIR describes the trip distribution methodology on pages C-3 through C-7 in Appendix D-4.
- 6-16 The CCTA's *Technical Procedures* does not provide criteria for incremental impact evaluations, but only the thresholds indicated in Table 6-7 on page 6-24 of the Draft EIR.
- 6-17 Refer to response to Comment 6-3 regarding traffic volumes. Table 6-6 is revised to show Alcosta Boulevard as a four-lane divided arterial. The ADT link analysis combined with the findings from the peak-hour intersection analysis is standard practice for assessing traffic impacts. It is also consistent with the *Growth Management Program, Technical Procedures* for General Plan Analysis.
- 6-18 The preliminary regional route system for the Tri-Valley Area includes several arterial streets in each of the cities in the study area (Welch pers. comm.). The Measure C concept of regional routes has been extended into Alameda County for the purposes of the Tri-Valley Action Plan Study. Refer to revised Chapter 6 in the Errata (Attachment 2) in the Final EIR.
- 6-19 Page 53 of the Contra Costa County Congestion Management Program states that the Regional Transportation Planning Committee (RTPC) in which the LOS violation occurs would prepare the deficiency plan as an amendment to their action

plan for routes of regional significance. It further requires that the amended action plan be forwarded to the local jurisdiction in which the deficient facility is located for adoption. At a minimum, this suggests that: the local jurisdiction where the deficiency occurs could fail to comply with the CMP by not adopting the deficiency plan, and the jurisdiction causing the LOS violation could fail to comply with the CMP if it did not request preparation of the required amendment to the Action Plan. Failure of any member jurisdiction of the affected RTPC (in this case the Southwest Area Transportation Committee) to participate in the above process could also be viewed as a violation of the CMP and eventually result in the loss of Proposition 111 revenues. It should be noted, however, that Mitigation Measure 6.10 (a-c) in the Draft EIR addresses the potential deficiencies under the CMP standards.

- 6-20 Comment noted. Draft EIR text on p. 6-27, first sentence, has been revised as follows: The Contra Costa County General Plan circulation element provides for upgrading Dougherty Road to expressway status (two lanes) from just south of Crow Canyon Road to the County line, as indicated in Figure 5-2 of the general plan. Refer to the Errata in the Final EIR.
- 6-21 Refer to the Errata in the Final EIR.
- 6-22 The description of the ultimate improvements for the I-680/I-580 interchange is informational only and was not assumed in the Draft EIR traffic analysis.
- 6-23 Comment noted. This information is now included in the record.
- 6-24 Comment noted. This information is now included in the record.
- 6-25 Comment noted. This information is now included in the record.
- 6-26 Comment noted. This information is now included in the record.
- 6-27 The revised traffic forecasts show a 10,400 daily vehicle difference on Tassajara Road north of Dublin Boulevard in 2010 with the project. Refer to Figure 6-7 of revised Chapter 6 in the Errata (Attachment 2) in the Final EIR. See Errata.
- 6-28 It is standard engineering practice to analyze freeway conditions using peak-hour volumes because of the common differences between daily and peak-hour volume forecasts. As discussed on page 6-33, daily volume analyses are necessarily general in their assumptions about the proportion of traffic during the peak hour and peak period and the directional splits. The peak-hour volume forecasts are more revealing as to the actual freeway conditions and more appropriate to assess project impacts.

Contrary to the comment, the reported differences between the daily forecasts and peak-hour forecasts underscores the importance of the peak-hour analysis. It is not necessary or even likely that the daily volume freeway level of service analysis would correspond to the peak hour analysis.

It is unclear how Comment 6-7 regarding the existing traffic count analysis at I-680 northbound off-ramp and Alcosta Boulevard relates to this issue.

6-29 The impact and mitigation measures described on pages 6-38 and 6-39 in the Draft EIR refer to the actions that will be needed for both No Project and Project scenarios to sustain the forecasted freeway volumes. The recommendations to develop Deficiency Plans for portions of I-680 and I-580, alternative transportation modes, regional mitigation fees, and alternative land use plans are derived directly from Congestion Management Program legislation and Measure C-88 *Growth Management Program* policies. The inter-jurisdictional administrative and planning organizations to oversee, act on, and monitor these policies are in place, and they include the Tri-Valley Transportation Council, the Southwest Area Transportation Committee, the CCTA, and the Alameda County CMA.

6-30 Refer to response to Comment 6-5.

6-31 The slight reduction in peak hour LOS at these two locations is caused by two basic factors. First, the Dougherty Valley will provide local housing opportunities for workers in the Bishop Ranch and other Tri-Valley employment centers, which will proportionately reduce the demand for workers from other areas. Since Dougherty Valley residents would not have to use I-680 to reach Bishop Ranch, the demands at the interchanges should decrease. Approximately 15% of Dougherty Valley residents are expected to find employment in Bishop Ranch.

Secondly, this decrease in freeway-related work trips bound for Bishop Ranch is offset to some degree by the increased travel demands to and from Dougherty Valley that are not related to Bishop Ranch. The net result of these two cases is a slight improvement to the peak hour LOS. Referring the LOS calculation worksheets in Appendix D, comparing the with versus without volume conditions, the volume increases are shown on some of the non-critical movements at these locations, while volume reductions occur on some of the critical movements.

6-32 The revised traffic projections accounted for potential traffic diversions to parallel routes with available street capacity according to the suggestion in this comment. A portion of the demand volume assigned to the Bollinger Canyon Road northbound off-ramp was re-assigned to the Crow Canyon Road northbound off-ramp.

The CCTA calculation for LOS methodology permits adjustments for RTOR. The previous calculations have been adjusted to include this factor according to the guidelines in the *Growth Management Program Technical Procedures for Traffic Level of Service* (January 1991). (Also refer to response to Comment 6-7 regarding RTOR adjustments.) The existing high RTOR percentages observed by the City of San Ramon staff (25 to 40%) will be lower as conflicting movements to the right turns become more saturated. For example, the existing traffic flows at the Bollinger Canyon Road northbound off-ramp from I-680 in the a.m. peak hour allow for a high RTOR percentage primarily because the eastbound through volume is much less than the capacity for that movement. Motorists appear to have learned to use

the inside two lanes and allow the curb lane to be used by RTOR from the off-ramp. As the through volume increases beyond the capacity of two lanes, all three lanes will be more fully utilized, which will directly reduce the RTOR activity at this location.

- 6-33 The lane geometrics assumed at the Alcosta Boulevard/Bollinger Canyon Road intersection were valid as of 1990, which corresponds to the existing base year analysis conditions. The changes indicated in the comments have been included in the Planned Roadway improvements for the future year analyses.
- 6-34 Refer to response to Comment 6-32.
- 6-35 The recommended mitigation for an additional westbound through lane applies to the 2010 and Cumulative scenarios With Project. The revised recommendations for Alcosta Boulevard at Bollinger Canyon Road (number 522) are shown in Table 6-14 of revised Chapter 6 in the Errata (Attachment 2) of the Final EIR.
- 6-36 The previously recommended right-turn signal phase overlap has been deleted from the revised traffic analysis. Refer to Table 6-12 of revised Chapter 6 in the Errata (Attachment 2) of the Final EIR.
- 6-37 The previously recommended mitigation has been deleted. Refer to Table 6-12 of revised Chapter 6 in the Errata (Attachment 2) of the Final EIR.
- 6-38 The recommended mitigation 6.9b on page 6-53 was reviewed based on the revised traffic projections. The new mitigation now calls for two left-turn lanes, three through lanes, and one right-turn lane eastbound, and a third through lane westbound. The current alignment of Bollinger Canyon Road at this intersection will have to be modified and the roadway widened to accommodate the recommended lane configuration. Refer to revised Chapter 6 in the Errata.
- 6-39 Refer to response to Comment 6-38.
- 6-40 The revised recommendations for Dougherty Road at Crow Canyon Road (number 1369) no longer include a free-flow right turn lane. The mitigation measures shown in Table 6-12 of revised Chapter 6 (see Errata - Attachment 2) are for a northbound right-turn phase overlap with the westbound left-turn phase. Both of these movements are forecasted heavy in the 2010 and Cumulative scenarios, and providing a signal phase overlap will reduce delays and congestion without affecting pedestrian or cyclist safety.
- 6-41 Comment noted.



RECEIVED
AUG 14 1992
CITY DEPT

August 3, 1992

Mr. James W. Cutler
Assistant Director - Comprehensive Planning
Contra Costa County Community Development Department
651 Pine Street
Martinez, CA 94553-0095

Re: Draft Environmental Impact Report - Dougherty Valley General Plan Amendment,
Specific Plan and Implementing Project Entitlements - County File # 2-91-SR

Dear Mr. Cutler:

The Town of Danville appreciates the opportunity to review and comment on the Draft Environmental Impact Report for the Dougherty Valley Specific Plan. As proposed, the project of 11,000 homes and ancillary development would be served by just four entry/exit points. One of these routes, which consists of traffic from Crow Canyon Road to the west and Crow Canyon Road to Camino Tassajara/Sycamore Valley Road, will experience significant increases in traffic from the project. This will have a direct impact on existing and future Danville residents.

As an adjacent jurisdiction and as a provider of many public services whose service standards could be adversely impacted by the project, Danville is concerned about the impacts that Dougherty Valley development will have on the surrounding area.

Unfortunately, we do not feel the DEIR has adequately addressed traffic impacts nor proposed adequate mitigation measures. We believe the traffic analysis for the DEIR is flawed, depending on raw data, under-counting and inappropriately distributing project-related trips. Our concerns regarding traffic are outlined in detail in the attached memorandum. Also discussed in detail are the numerous non-traffic concerns we have with the DEIR. These failures and omissions must be corrected in a revised DEIR if this document is to be considered legally adequate.

Mr. James W. Cutler
August 3, 1992
Page 2

Thank you for the opportunity to review and comment on the DEIR. Should you have any questions regarding these comments, please feel free to contact Kevin Galley, Chief of Planning, Brian Welch, Transportation Manager, or myself.

Sincerely,

Beverly Lane
Beverly Lane
Mayor

cc: Harvey Bragdon

enc: Town of Danville comments

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The DEIR fails to satisfy the requirements of the California Environmental Quality Act (CEQA). CEQA requires an EIR to be an informational document which will inform public agency decision-makers and the public generally of the significant effects of a project, identify possible ways of minimizing those effects, and describe reasonable alternatives to the project. The DEIR for the Dougherty Valley project fails to fulfill any of these fundamental goals. The EIR provides insufficient detail and thus fails to adequately analyze project impacts, fails to identify effective mitigation measures, incorrectly assumes without analysis that impacts can be mitigated to a level of insignificance, and fails to consider adequately alternatives that are capable of mitigating the project's significant impacts.

These issues and other deficiencies discussed below should be addressed in a revised DEIR. The revised DEIR should then be recirculated for additional public comment, as the County's responses to these and other comments will undoubtedly contain information of substantial importance. CEQA Guidelines § 15162.

Page 3-6

In summarizing the purpose and objectives of the project, the DEIR cites the provision of "a new, primarily residential community accessible to employment opportunities...in which housing cost reflects the income levels associated with those employment opportunities." This is a grand purpose - and yet nowhere in the DEIR or the Draft Specific Plan is there corresponding analysis of the job types / income levels which currently exist in Bishop Ranch Business Park and Hacienda Business Park. Neither is there extrapolation into the future of the job types / income levels for these two business parks or the business centers in East Dublin and North Livermore that the project professes that it will "serve".

The revised DEIR should provide detailed analysis of the job types / income ranges - and more importantly the corresponding housing types / costs that provide the best match. Failure to supply this analysis will result in inadequate investigation of possible mitigation measures to traffic related project impacts.

A second "purpose and objective" ties to the provision of affordable housing in the project, but the language is overly vague to give much direction as to what is going to be required of the project to assure this "purpose and objective" is met.

The revised DEIR should modify the purpose / objective statement to clarify if housing affordable to very low income households is to be provided in addition to housing affordable to low and moderate income households. The statement should clarify that

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the affordable housing will be supplied within the project area, rather than allowing use of an "in-lieu" inclusionary housing fee. The statement should also speak to the timing of the provision of the affordable housing - it should be supplied within all phases rather than letting it be held back for subsequent phases. Provision of a minimum of 25% of the housing as affordable housing acts as a mitigation measure to traffic related project impacts. The statement should also indicate that the 25% is a minimum amount of affordable housing to be provided - the statement that "up to 2,750 homes" will be affordable is confusing.

Page 3-10

In listing elements of the Specific Plan, an alternative should be identified and analyzed which provides transitional development patterns (i.e., use of decreased densities, special landscaping, non-developed buffer zones, etc.) to reflect the agricultural and rural ranchette uses surrounding the project area to the northeast, east and southeast.

The need to provide transitional uses and land use development criteria is especially apparent in the area south of the terminus of Lawrence Road. As indicated on Figure 3-4, the Plan reflects land use densities of 3-5 dwelling units per acre within 250 feet of lands developed in a rural ranchette pattern (lot size that average 1/10th the proposed density in the adjoining section of the Plan Area). In this and other perimeter areas of the project area there should be wider buffer areas established and/or consideration of use of residential land use designations of Low or Very Low Single Family Residential.

Page 3-11

Within the section entitled "Land Use Pattern and Target Densities", the DEIR forwards an alarming "major feature" of the overall pattern of development and conservation. The first entry in this sections would authorize subsequent transfer of density between target density areas as long as overall density within each area does not exceed the target. Why even prepare an EIR? The Plan Area provides for a level of development equivalent to that currently existing for either San Ramon or Danville. The DEIR provides a legally inadequate analysis of the potential impacts of the project because the project description is continually shifting. California courts have found that an accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR. County of Inyo v. City of Los Angeles, 71 Cal.App.3d 185, 192-193 (1977). If there is free rein given to mix-and-match densities over the buildout of the Plan Area over the next 15 to 20 years then any up front effort to control traffic generation rates and distribution patterns will be pointless as will efforts to appropriately locate community facilities and other infrastructure.

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The revised DEIR should restrict the amount of deviation that may occur during the buildout of the project from the ultimately approved land use plan. A new map, similar to Figure 3-16, should be prepared for the 11,000 unit plan. Each planning unit should have a maximum unit count indicated. Deviation in any individual planning unit upward from the density indicated should be limited to a maximum deviation of 5% before need for a General Plan and Specific Plan Amendment would be triggered. If the County is unable to control variation in planning units, the revised DEIR should provide a full analysis of the change in traffic patterns and volumes associated with each configuration.

Page 3-14

Major policy directions for the Housing Element portion of the Plan are inadequate to assure that the goal of developing a minimum of 25% of the units as affordable units will be met.

The revised DEIR should clarify "major policy direction" concerning the timing of delivery of the affordable units, the mix of affordable units that will be required / pursued (i.e., what percentage of very low, low and moderate will be required / pursued) and the inability to use an in-lieu inclusionary housing fee to meet the affordable housing requirement, etc. The section should establish what portion of the affordable units need to be for very low and low income households.

Page 3-16

The DEIR is inconsistent with the Dougherty Valley Specific Plan with regard to the amount of development that will occur as a part of the Dougherty Valley project. For example, the General Plan Amendment included in the Specific Plan states that "up to 378,000 square feet of retail/office/civic uses could be allowed in the Village Center" whereas the DEIR calls for 760,000 square feet of development at the Village Center." (General Plan Amendment page 2, April 1992).

The revised DEIR should correct this inconsistency. In addition, the revised traffic analysis should be based on an accurate and consistent level of development.

Page 3-17

There is a discrepancy in the DEIR as to the mix between single family and multiple family units to be developed in the project. The section entitled "Buildout Estimates" indicates 48.6% of the units will be single family residential. Elsewhere in the document the percentage of single family units is placed at approximately 60%.

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This internal discrepancy needs to be corrected. More information should be supplied as to product types constituting the multiple family residential (mfr) portion of the project. Of the mfr units, how many town homes of 3 or 4 bedroom (one end of the mfr spectrum) and how many 500 s.f. to 700 s.f. studio and one-bedroom senior units (the other end of the mfr spectrum) will be provided?.

Within the section entitled "Circulation Element" there is extensive discussions of right-of-ways for necessary road improvements but there is no mention of the steps necessary, nor the likelihood of success, in securing off-site right-of-way that the project proponents do not currently control.

The revised DEIR should include discussion of major policy directions pertaining to circulation, identify off-site right-of-ways the project proponents will need to secure, strategies to obtain said right-of-ways and alternatives to the circulation plan and/or project densities if the necessary right-of-ways cannot be secured.

Figure 3-9

This figure shows five park and ride sites when the Plan indicates that six are to be provided.

Figure 3-9 should be modified to show all six park and ride sites and should have a modified legend to differentiate between the three types of park and ride facilities envisioned to be developed. The revised DEIR should include a project mitigation measure that indicates precisely where the facilities will be located, when the land for the facilities will be offered in dedication by the project applicants to the County (or alternate public agency), what the financing and cost distribution plan will be to assure construction of the facilities, when construction will be required to commence and when the facilities will be required to be completed and operational.

Table 3-5

The types of community facilities necessary to support the project, and the acreage assignments for the respective facilities, seems to be inadequate. Comparative analysis of to other similarly sized, mature communities would reveal a need for more than 3-5 acres of land allocated for civic facilities for a community of 11,000 units and 29,000 residents.

Comparisons to mature communities of 11,000 dwelling units should be made to determine the likely needs of this community 15 to 20 years down the road. As a minimum, acreage for the following "public / semi-public" and "civic facilities" should

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be added; maintenance service yards, second fire station site (per direction of SRVFPD) service / equipment yards for RBMUD, CCCSD, EBRPD, PG&E and CCCFPD, fifth elementary school site (fifth site should not be allowed to be eliminated until student generation rates for the first half of the project are documented), sites for interim police and fire station facilities, two or three additional staging areas to the large open space areas, several additional sites for future religious institutions (four is inadequate), site for solid waste transfer station, and site(s) for recycling / composting effort by the solid waste collection company gaining this franchise area. The acreage indicated for the library, the community center and the senior center are inadequate and should be increased.

Page 3-26

The second entry in the section entitled "Implementation" is misleading and needs to be modified.

This paragraph should be rewritten to present realities, not dreams. The Plan Area's development will not assist Danville's fair share allocation of affordable housing. It may help San Ramon's - but since the area is currently being "double-counted" in the draft Housing Element updates of both San Ramon and Contra Costa County, what comes out of one agency's share would have to be made up by the other. Realistically none of the three jurisdictions referenced will make their fair share allocation, especially when distributions between very low, low and moderate are taken into consideration. The author of the DEIR is referred to ABAG's comments on San Ramon's DEIR for Dougherty Valley. Within Gary Binger's January 7, 1992 letter the "realities" of the affordable housing issue are discussed. The 11,000 units proposed for development in the Dougherty Valley would need to have a household distribution of 20% very low, 14% low and 20% moderate to match current income distribution for Contra Costa County. Since only 25% of the units are proposed to be affordable, the provision of these 11,000 housing units will not even be "self-sufficient" in covering affordable housing needs - let alone allow Danville, San Ramon and the County to "achieve fair share allocations", as indicated in the DEIR.

Page 3-29

The section entitled "Project Benefits" does little to convince a critical reader that there are positives associated with the project. Taking the entries in order, we offer our editorial comments:

- The provision of affordable housing is far from assured in the remainder of the document.

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- There is no program defined to assure creation of design standards for creek restoration efforts nor is there any indication as to who pays what and when to assure the work is accomplished.
- There is no current hazard exposure from 100-year flooding since the area is undeveloped - this "benefit" would only serve the project itself.
- Benefits from reducing cattle grazing seem minimal - all native grasses have been replaced and those areas that will remain in open space will most likely continue to see cattle grazing as the only cost effective means of open space management.
- Discussing the enhancement of "viability of a light rail system" is unfounded - the densities are not there to create sufficient ridership, the grade problems over Bollinger Canyon Road insurmountable and there is no money for such a system now or in the foreseeable future.
- The project will not improve air quality and traffic conditions - it will negatively impact both. Even under best case conditions, only 25% to 35% of the 168,000 daily vehicle trips will be to local jobs - leaving some 110,000 to 125,000 trips per day that will add to the region's current traffic and air quality problems. There will still be close to double the worker trips as "out-commute" from the project then there will be, even in best case conditions, traveling to local employment centers. This is especially true if there is realistic acknowledgement of ABAG's projections that the general plans of the Tri-Valley communities severely overestimate the absorption rates of the planned office and industrial developments (i.e., every community is vying for a limited quantity of office and industrial - the job distribution assumptions optimistically assume that all the major employment centers will actually be available to develop).

This section needs to be rewritten to provide a more detailed, precise discussion of the project benefits. The discussion provided in the DEIR is overly simplistic, idealistic and editorial in nature. The DEIR should deal in facts.

Page 4-18

The DEIR cites the various requirements of local jurisdictions to receive local street maintenance and improvement funds generated by Measure C - the 1/2-cent sales tax measure. Two requirements of particular note are as follows:

- adopt a development mitigation plan to ensure that new growth pays its share of costs associated with (new) growth

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If approved in its current form, this project will violate Measure C which was developed to ensure that new growth is delayed until the provision of facilities and services can be ensured. As this letter documents, and as the DEIR itself confirms, this DEIR has not demonstrated to any extent that adequate roadway infrastructure, police and fire service, wastewater treatment service, solid waste facilities and school facilities will be provided. This requirement stands as a mandate, in addition to various County General Plan Goals and Policies, to require development of an aggressive, effective mitigation monitoring program from the subject EIR review process. The obligation goes beyond monitoring whether or not various mitigation measures have in fact been implemented to an obligation to monitor their effectiveness and to have back-up measures established from the outset to assure all identified impacts are mitigated through the build-out of the project. It is obvious that slowing down the project or reducing project densities are the most probable "back-up" measures. It is only in this manner that the intent of this Measure C requirement can be met - i.e., assurance that new development does not adversely impose "costs" against existing development.

- participate in a cooperative planning process to reduce cumulative regional traffic impacts of development

The DEIR fails to identify the failure to comply with its own Measure C mandate as a significant impact. Given the extensive time and effort that the three transportation committees (i.e., the Tri-Valley Transportation Council - TVTC, the Southwest Area Transportation Planning Committee - SWAT, and the Contra Costa Transportation Authority - CCTA) have put forth to ensure sound transportation planning in the valley, the revised DEIR should disclose why it chose to bypass these committees' critical input. Meeting the intent of this requirement should have involved cooperation between the County and affected cities of the Tri-Valley area during the drafting of the technical portions of the traffic and housing Sections of the draft Specific Plan and DEIR. Promises to that end had been made but not fulfilled (see Supervisor Schroder's memorandum to the Contra Costa County Board of Supervisors dated March 18, 1991 calling for direct involvement by Tri-Valley cities in the preparation of the Specific Plan). Another opportunity to allow for "a cooperative planning process" would be to utilize the maximum CEQA review process for the DEIR - i.e., a 90-day review as opposed to the 45-day review period which is the minimum allowed for by law. The precedent has been set by the review periods allowed for other major projects in the area (i.e., the DEIR for the West Dublin GPA, San Ramon's version of the DEIR for Dougherty Valley, and the DEIR for North Livermore Specific Plan). This represents the largest project ever considered by Contra Costa County - biding behind the premise that the general public does not want to consider the project through the holiday season is an inadequate

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excuse to foreborten the necessary review process for such an important project. Additionally, steps taken to effectively pull the San Ramon Valley Regional Planning Commission out of the process (i.e., by having the County Zoning Administrator serve as the hearing offices for the DEIR and reducing the SRVAPC's role in the project hearings to that of the participant of the joint SRVAPC - County Planning Commission Study Sessions preclude direct involvement of Tri-Valley jurisdictions, Organizations and Citizens.

Page 4-19

The section entitled "Funding Issues" makes light of the importance to both plan for infrastructure improvements and assure that a corresponding funding program be established for the necessary infrastructure. The text then continues by indicating that the funding mechanisms will be addressed later (in subsequent development agreements for the project) rather than through the DEIR process and the project review process for the Specific Plan. As we will address more fully below, CEQA requires that impact analysis and an evaluation of mitigation measures be included as a part of the EIR. In addition, an EIR cannot be based on presumed success of mitigation measures that have not been formulated at the time of project approval.

To be consistent with the requirements of Measure C, County General Goal 7-B, and CEQA, the revised DEIR must consider funding mechanisms at this stage rather than at a later date. The basic structure of funding mechanisms for the whole array of public service and community facility needs should be addressed at this time to assure that provisions are put in place that will lead to the timely and effective implementation of the mitigation measures. If the Shapell and Windemere holdings are currently split into more than one property each (they both appear on the County Assessor's roll as multiple tax parcels), a reversion to acreage should be recorded over each holding to end up with only two "parent" properties. This action is necessary to assure that once a Specific Plan is approved there is only two property owners involved with the funding mechanisms that will need to be established for the various public services and community facilities.

Page 4-24

The section entitled "Relevant Contra Costa County General Plan Policies" cites Goal 3-K wherein the requirements for a thorough job-housing discussion are outlined. General Plan Goal 3-K recognizes that simply throwing housing units at existing and potential jobs does not in and of itself assure an appropriate balance of jobs and housing. The goal indicates a requirement to consider wage levels, commute distance and housing affordability in the effort to develop a balance between job availability and housing

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availability. The Specific Plan and the DEIR fail to meet any of these requirements, and as such provide an inadequate discussion of this issue.

The technical information in the revised DEIR should be supplemented with a thorough discussion of the wage patterns existing and anticipated in the employment centers which will be "served" by the project. Review of current commute patterns (i.e., what percentage of residents are working locally) needs to be fully reviewed. Additionally, there needs to be analysis of the appropriate housing product type mix and phasing to best match the characteristics of the jobs in the area.

Pages 4-36 through 4-37

The text starting at the top of Page 4-37 gives a very cursory review of the project's potential impact on the southern reaches of the Lawrence Road - Danville Planning Area. No measurement is ever given in the DEIR as to the amount of separation between the southernmost properties at the terminus of Lawrence Road and the adjoining area in the Dougherty Valley Specific Plan proposed for development with 719± dwelling units in the Single Family Medium Density Residential range (3-5 du/ac). The text correctly cites that the impact is significant, but too quickly jumps to a conclusion that the impacts are unavoidable and fails to adequately detail the nature of potential impacts.

The revised DEIR needs to be expanded to provide a more thorough discussion of the potential impacts and the possible range of mitigation measures that could be utilized (i.e., putting teeth into the generalized statements contained in the second paragraph of Mitigation Measure 4.2). The revised DEIR should consider the Concentrated Development Alternative Land Use Scenario (Figure 3-17), which indicates a manner to increase the spatial separation between the two referenced areas from 250± feet to over 1,000 feet. The range of potential impacts can be mitigated and need to be more fully reviewed in the revised DEIR.

Page 5-12

The setting discussion for School System - San Ramon Valley Unified School District is inadequate in that it should indicate the current enrollment and the "committed" enrollment that is tied to existing development entitlements for new residential development within the district boundaries. This discussion is necessary to underscore that the existing "setting" for provision of school services is such that all levels of school (i.e., elementary, middle and high school levels) will be beyond current capacity when existing entitlements for development are exercised - before this new entitlement is granted.

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The text for the setting discussion should be modified to indicate the current student capacity and the projected student enrollment demands reflective of existing development entitlements.

The setting discussion implies that AB 2926 developer fees may sometimes be adequate to cover costs of acquiring land and constructing school facilities. Using the Dougherty Valley example where land acquisition is assumed to occur through land dedication (i.e., no costs to the school district), AB 2926 would cover only 1/3± of the costs involved.

The text for the setting section should be modified to more accurately reflect the desperate nature of securing funds for new school construction - highlighting the shortfall between AB 2926 fees and projected construction costs, the lack of any local measure to generate the funds necessary to cover the shortfall and the political realities of securing funding at the State level to cover the funding shortfall.

Table 5-2

This Table needs to be modified to provide additional background information.

For clarity, the table should do the mathematical equation to indicate available capacity (i.e., a new column should be added to show the difference between current enrollment and capacity at each school level). More importantly, the table should be amended to add two additional columns that indicate both the number of additional units that could be "absorbed" at each school level and the number of new residential units already approved but not yet developed. In Danville alone there are over 1,650 units with subdivision or rezoning entitlements in place. In the unincorporated area east of Danville there are another 500 approved but un-built units (Bettencourt Ranch PUD and Mrack/Hansen Lane PUD). These projects by themselves erase any existing "capacity" at the elementary and middle school levels. The "capacity" cited for the high school level most likely disappears when approvals in San Ramon and the rest of the unincorporated portions of SRVUSD are considered. The problems with capacity are aggravated by the fact that the available classroom space does not match up with where the demand is located, a fact that is not dealt with within the DEIR, thereby avoiding discussion of traffic impacts associated with moving students to the available space. The authors of the DEIR need to contact Danville, San Ramon and the County Community Development Department to determine the number of approved but unexercised units within SRVUSD. The revised table should be formatted as follows:

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Table 5-2. Capacities and Enrollment for School Facilities in the SRVUSD (1992 School Year)

Grade	Number of Students Enrolled	Capacity (total/available)	Percentage of Capacity	Additional Units that can be handled	Approved Units (as of 7/92)
K-5	7,981	8,490 / 509	94%	2,140a	?
6-8	3,479	3,624 / 145	96%	1,280a	?
9-12	4,868	5,661 / 793	86%	4,230a	?

Sources: 1 - Learned, SRVUSD, 2 - _____, Town of Danville, 3 - _____, City of San Ramon, 4 - _____, County Community Development Department

Page 5-36

The DEIR identifies the increase in demand for wastewater service as significant but provides no analysis to support this conclusion. CEQA requires that an EIR not only identify the impacts, but also provide "information about how adverse the impacts will be." Santiago County Water District v. County of Orange, 118 Cal.App.3d 818, 831 (1981).

The revised DEIR should explain the ramifications of Contra Costa County not meeting its public services performance standards with regard to wastewater treatment service.

Page 5-36

The DEIR suggests that wastewater service be provided by the Central Contra Costa Sanitary District (Central San) despite the fact that the planning area lies outside of Central San's sphere of influence. The DEIR does not demonstrate to any extent the ability of Central San to provide this service nor does it discuss the impacts associated with such service. Instead, the DEIR suggests that a plan be prepared after project approval stating how Central San would provide wastewater service. CEQA prohibits an agency from approving a project without first resolving uncertainties regarding the project's potential to cause significant environmental impacts. Sundstrom v. Mendocino County 202 Cal.App.3d 296 (1988).

Wastewater service and the impacts associated with such service must be addressed as a part of this EIR and not some future study. The revised DEIR should address the impact associated with a Local Agency Formation Commission decision which expands Central San's service area to include the Dougherty Valley. Specifically, the revised

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DEIR should discuss whether Central San would be able to meet the demands of its existing service area.

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Page 5-37

The DEIR illegally defers its analysis of environmental impacts associated with wastewater treatment claiming that facilities needed to provide wastewater service have not yet been designed. The DEIR's very admission that environmental impact analysis will be prepared later demonstrates the inadequacy of this DEIR.

The revised DEIR should: 1) analyze the environmental impacts associated with the construction and operation of a force main, a gravity sewer, pump stations, and interceptors, as well as expansion of either Central San or DSRSD's wastewater treatment plant and incinerator; 2) identify the likely environmental and regulatory impacts associated with the increase in the amount of effluent discharged into the Suisun Bay as a result of this project; and, 3) analyze the increase in air and odor emissions resulting from the increased incineration as well as likely permit requirements from the Bay Area Air Quality Management District (BAAQMD) and the Regional Water Quality Control Board.

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Page 5-45

The DEIR states that Contra Costa County landfills have less than a year of capacity remaining and identifies the Keller Canyon and Marsh Canyon landfills as providing future capacity (DEIR page 5-9). The DEIR does not however disclose whether these two landfills have the capacity to serve the solid waste demand of the project together with the remainder of the County.

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The revised DEIR should identify the solid waste generation of the County through the year 2010 and compare this to the landfill's likelihood of serving this demand. This analysis should include a scenario where 1) the Keller Canyon landfill is not expanded and 2) County residents recycle and compost at current rates.

Page 5-48

The DEIR forwards an assertion that there is no "feasible local mitigation" for the impacts associated with inadequate traffic-related law enforcement (i.e., a need to increase traffic-related law enforcement by a minimum of two California Highway Patrol officers will be triggered by the project but will not be provided). Stating that this is impact is "significant and unavoidable" is unacceptable.

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A new mitigation measure needs to be incorporated into the DEIR to provide mitigation to this identified significant impact. One possible mitigation is to have the project applicants permanently supplement the number of Contra Costa County Sheriff deputies serving the project.

Pages 5-48 and 5-49

Mitigation Measure 5.14 does not adequately indicate the manner in which General Plan Goal 7-B (requirement that financing mechanisms be in place) and General Plan Policy 7-57 (sheriff facility standard) will be complied with to fully address the identified significant impact.

The mitigation measure should be expanded to indicate where the facility will be located (both the interim facility, if applicable, and the permanent facility) when the land for the facility will be offered in dedication by the project applicants to the County, what the financing and cost distribution plan will be to assure construction and equipping of the facility, when construction of the facility will be required to commence and when the facility will be required to be completed and operational.

The DEIR does not effectively mitigate the project's burden upon adjacent jurisdictions' police services. The DEIR itself states that the shortage of sheriffs is a significant impact because the Contra Costa County Sheriffs' Department may not be able to hire additional deputies to provide adequate law enforcement. Having acknowledged this, the DEIR proposes to mitigate this significant impact by hiring additional police officers. This approach to mitigating an environmental impact is meaningless and in no way satisfies the intent of CEQA. California courts have found that agencies should not rely on mitigation measures of unknown efficacy in concluding that significant impacts will be substantially lessened or avoided. *Kings County Farm Bureau v. City of Hanford* 221 Cal.App.3d 692, 727, 728. Here too, the DEIR erroneously concludes that this impact will be mitigated to a less than significant level. Considering the existing police staffing levels for the surrounding cities (current police staffing for Danville and San Ramon is one officer for each 1,500± residents), the proposed staffing level is inadequate and would create an unidentified impact to surrounding communities due to the presence of mutual aid agreements. As indicated above, this staffing shortfall would be aggravated by the unfilled need for two additional CHP officers. It is unrealistic to assume that General Plan Policy 7-59 (performance standard for Priority 1 and 2 calls) will be met with the staffing level proposed.

To assure compliance with General Plan Goal 7-B, General Plan Policy 7-59 and CEQA, and to assure that undue burden is not placed on police departments of surrounding

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communities, this mitigation measure should be modified to require assurance of provision of additional officers to serve Dougherty Valley from the onset. At a minimum, the level of coverage should be 75% of the average officers to residents ratio of the two cited communities. The mitigation measure should also require that for any period that the minimum coverage is not attained, the project applicants shall be responsible to fund extra police coverage to meet the shortfall from one of the surrounding communities for an interim basis.

Pages 5-49 through 5-51

Mitigation Measure 5.17 calls for the project applicants to "negotiate" with the San Ramon Valley Fire Protection District (SRVFPD) with regard to the number of new fire/paramedic stations necessary to serve the Plan Area.

"Negotiating" or "consulting" is inadequate as a mitigation measure. Mitigation measures in this context should "avoid" or "rectify". The decision as to one or two new fire/paramedic stations should be made with the decision on the project.

Mitigation Measure 5.17 does not adequately indicate the manner in which General Plan Goal 7-B (requirement that financing mechanisms be in place) and General Plan Policies 7-62 and 7-63 (fire/paramedic service standard) and 7-64 (new development shall pay its fair share) will be complied with to fully address the identified significant impact.

The mitigation measure should be expanded to indicate where the two new fire/paramedic facilities will be located, when the land for the facilities will be offered in dedication by the project applicants to the SRVFPD, what the financing and cost distribution plan will be to assure construction and equipping of the facilities, when construction of the facility will commence and when the facility will be required to be completed and operational. Since a new fire/paramedic facility will take an extended time to construct, the mitigation measure should also address the method to enhance fire service at existing facilities for an interim period.

Pages 5-53 through 5-57

The DEIR fails to acknowledge the potential for significant traffic impacts associated with improper timing of delivery of schools and impacts associated with overcrowding existing schools if new schools are not established in a timely manner. The DEIR also fails to acknowledge the extensive amount of time, and the many uncertainties involved, to secure State funding for construction of new schools. This, coupled with a lengthy process of securing design approval for new schools, means that it will be very difficult to match the

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generation of new students with the delivery of new schools. The DEIR addresses this whole area superficially, dealing simply with what will be needed at build-out without speaking to phasing of the development or monitoring the student generation rates of the project as it builds out.

The school facilities portion of the DEIR needs to be modified to identify a variety of potentially significant impacts not addressed in the DEIR. The mitigation measures pertaining to school facility impacts needs to outline in detail the manner that new facilities will be matched with the generation of new students.

Given the magnitude of the project and the time it will take for the project to be completed, it is inappropriate to lock in place the number of schools that will need to be delivered. The number of students generated by various types of dwelling units may vary significantly over the 15-20 year construction timeline. The information contained in Table 5-10 underscores this concern. This table simplistically assumes that all multiple family residential units will "perform" the same as regards student generation rates. This information is very dated as it anticipates that multiple family residential units will generate one-fifth the students at each school level that are generated by single family residential units. The reality of residential development is that the so-called multiple family units are currently dominated by three bedroom townhouse units of 1,200 to 1,600 square feet that have the potential to "perform" on an equal basis with their single family residential counterparts in terms of student generation rates. Only one and two bedroom apartment units could be anticipated to have the student generation rates of cited in Table 5-10.

The school facilities portion of the DEIR needs to be modified to more thoroughly review the probable student generation rates of the project. The project proponents need to more clearly indicate the types and mixture of multiple family residential units that will be built in the project. With this additional information, the authors need to cross-check against census information and school district data as to how many students will actually be generated for the various types of multiple family units that will be developed. Failure to generate this data will mean the student generation figures for the project are understated.

The DEIR is inappropriately silent about the implications of the agreement between Shapell and the SRVUSD, and in fact forwards the assumption that the school district can look forward to collecting \$38 ± million in AB 2926 fees from the project. If the Shapell / SRVUSD stands in its current form, Shapell's financial obligation towards schools for the Plan Area would be greatly diminished. Previous efforts by Shapell to secure State

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financing for a variety of recent school construction projects would offset a large portion of their AB 2926 obligation, despite the fact that the monies secured from the State will not go towards construction of new facilities in the Plan Area. The Shapell / SRVUSD will not provide the construction of two elementary schools and one middle school and Shapell's prorata share of the high school, as claimed by the DEIR.

The revised DEIR needs to include a summary of the Shapell / SRVUSD agreement, determine the current amount of AB 2926 fees that Shapell will be released from due its past efforts and correct the projected amount of AB 2926 fees that the project can be anticipated to generate.

Mitigation Measure 5.21 does not adequately indicate the manner in which General Plan Goals 7-B and 7-AR (requirement that financing mechanisms be in place and that school facilities are, or will be, adequate) and General Plan Policy 7-2 (new development to pay all costs of upgrading existing public facilities or constructing new facilities) will be complied with to fully address the identified significant impact. Additionally, given both the magnitude and extended phasing schedule of the project, and in recognition of General Plan Policy 7-144 (calls for coordination of development review with affected school districts), it is doubtful that adequate analysis has occurred to assure that high school enrollment boundaries have been adequately reviewed to assure the "provision of adequate primary, secondary and college facilities..." as called for in Goal 7-AR.

The DEIR is also silent on the implications of the parallel general plan amendment under consideration by the County that may have significant impacts on the SRVUSD and the communities it serves. This despite the fact that the general plan amendment has been in the works since September, 1991. That general plan amendment (GPA 16-91-CO) proposes to amend Section 7.13 of the Public Facilities / Services Element of the County General Plan. In its current form, the amendment will allow the County to retreat from its current obligation to require new development to pay all costs, which are not covered by the State, necessary to construct new school facilities. In addition, the amendment would limit the financial obligation of the developers to the minimum allowed by the State to impacted school districts unless the school district switches to a year-round school operation.

Even if the school district switched over to a year-round school operation, there is no assurance contained in the general plan amendment that the cost of new school facilities will be fully covered. The current language of the general plan would allow the County to require developers to cover all costs for new schools - even if assistance from the State was not available.

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Unless assurances are provided by the project proponents as to how the "gap" in construction costs will be addressed, the DEIR needs to analyze impacts associated with the SRVUSD switching to year-round school operation in response to this project. Given the current capacity of 17,775 students, SRVUSD could in theory switch to year-round school operation and increase student capacity by 20% ±, taking capacity to 21,330 students. In broad terms, this 3,555± student increase in capacity resulting from switching would create room for 65% ± of the elementary students envisioned to be generated from the project, 58% ± of the middle school students and 55% ± of the high school students. Amazingly, the developer may not need to build a new school for years. Even more amazing, SRVUSD probably won't be able to keep its status as an "Impacted" district (and therefore would walk away from AB 2926 fees) and would probably come off any State priority list for construction financing.

The revised DEIR needs to be more informative as to the developer's intentions regarding the provision of necessary school facilities and the corresponding impacts of this portion of the Specific Plan's facility plan. The DEIR is woefully inadequate in assessing the impacts to surrounding communities if there is any level of dependence by future residents in this project on existing schools outside the Plan Area.

Mitigation Measure 5.21 needs to be modified to assure the timely selection and dedication to SRVUSD of five elementary school sites, two middle school sites and one high school site, which meet the location and sizing requirements of the SRVUSD. This mitigation measure should also; create a delivery schedule for new schools - indicating capacity assumptions and maximum timelines to commence and complete construction, require that preliminary design work and construction cost estimating for all the required school facilities occur prior to recordation of the initial final map and require establishment of an acceptable funding mechanism (with a corresponding cost distribution plan and schedule of payments). Additionally, the project applicants should be required to fund a study of high school enrollment boundaries.

Page 5-58

Mitigation Measure 5.25 does not adequately indicate the manner in which General Plan Goal 7-B (requirement that financing mechanisms be in place) and General Plan Policies 7-151 (encouragement of properly located child care facilities) and 7-64 (new development shall pay its fair share) will be complied with to fully address the identified significant impacts related to the child care. Timely provision of child care facilities to serve the Plan Area needs to be acknowledged as a traffic mitigation measure necessary to lessen the total number and distance of vehicular trips both internal and external to the Plan Area.

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To acknowledge the demand present in current elementary schools for on-site after school child care, Mitigation Measure 5.25 should be modified to require the establishment of a Kid's Country type and sized facility at each of the elementary schools to be established in the Plan Area. The size of the school sites should be required to be adequate to accommodate the location of temporary buildings adequate to handle 70 to 80 children at any one time for on-site child care. The project proponents should be required to assure the financing to purchase and construct the child care facilities.

The County general plan amendment currently under discussion (#GPA 16-91) raises the possibility that the SRVUSD will be forced to convert to year-round school operation to be in a position to secure funding to construct new schools to serve future residents of the Dougherty Valley. The implications of having any or all of the SRVUSD elementary schools with existing on-site child care facilities converted to year-round school operation are not adequately addressed in the DEIR. Any elementary school converted to year-round school operation as result of this project will most likely create the need to double the capacity of the on-site child care facility.

A new mitigation measure needs to be added to the DEIR which indicates the manner that potential impacts to existing on-site child care facilities will be mitigated. The project proponents should be required to fund the costs of enlarging any impacted on-site child care facility whose enrollment increase is triggered by the school's conversion to year-round school operation.

Page 5-59 through 5-62

The following comments pertain to the referenced pages of the DEIR and necessary revisions to be included in the revised DEIR:

- *The text should be modified to acknowledge that the need for a management plan for the open space areas is not solely for fire protection considerations.*
- *Policy OSC-6 should be clarified to state that the one hundred feet buffer zone between major ridgelines and development areas is to be measured as vertical feet and the development plan should be revised to incorporate such a buffer zone.*
- *A map should be established from the onset as to which ridges are considered "major".*

- What constitutes "development" should be clarified and the prohibition of development activity should be clarified to include grading.
- Who provides funding, and when that funding is secured to assure the development of the staging areas for the public open space areas and the improvement and revegetation of the multi-purpose linear greenways along the creek corridors needs to be indicated within a project mitigation measure to assure these project amenities are delivered.

Mitigation Measure 5.27 is confusing as written, seemingly implying that the costs for improving the future public open space areas to minimum standards will be the responsibility of the public agency taking the lands over by way of dedication.

The mitigation measure should be modified to make it clear that the referenced work will be the responsibility of the project applicants and shall be done at the direction of EBRPD and SRVFPD. Mitigation Measure 5.28 needs similar clarification as it should specify that the land necessary for the maintenance facility storage area should be offered in dedication to EBRPD and that the construction of the facility should be assured by the project applicants.

Figure 5-7
A review of the figure labeled "Figure 5-7 - Parks and Other Recreation Improvements" raises a series of questions / comments, as follows:

- The figure attempts to show too much all on one page. The location of various types of trails (i.e., biking, equestrian and bicycle) should be more clearly identified - as was done on the County 1990-2005 General Plan. The relationship of the various trails to the surrounding system of trails, existing and proposed, should also be indicated to assure appropriate coordination occurs.
- The DEIR should indicate who will be on the hook to construct the section of "major trail" shown along the Camp Parks RFT facility's Dougherty Road frontage. This one-mile section of trail should be the responsibility of the project proponents.
- The DEIR is inappropriately silent on how the various proposed links of the system of major trails and paths will be interfaced with surrounding properties and/or how they will tie into planned and existing publicly

owned open space areas. The project proponents should be responsible for pursuing rights to create off-site trail improvements - and funding said improvements - to establish the following connections; 1 - a trail linkage up Dougherty Road through Shapell's Westbranch project to Crow Canyon Road, 2 - extending off-site at the northwest corner of the Shapell holding through the westerly open space of the Westbranch project to allow a linkage with open space slated to be dedicated to EBRPD (north of Crow Canyon Road), 3 - extending off-site through the open space area of the southeast corner of the Westbranch project to complete the "loop" of this planned stretch of trail, 4 - extending off-site from the western edge of the Shapell holding through the P.G. & E. property to connect to Alcosta Blvd., 5 - extending off-site from the south east corner of the Windemere holding through the Camp Parks RFT facility and on through to the EBRPD landbank property along Camino Tassajara, extending offsite along the eastern side of the Windemere holding for the off-site portions of the ridgeline trail (alternatively the trail could be developed along an interim, on-site location), and extending off-site to provide trail connections to the existing residents of Canyon Lakes, Deer Ridge and Royal Ridge.

- The figure fails to reflect the EBRPD staging area planned for the area adjoining the southern terminus of Lawrence Road. A new figure should be added to the DEIR to reflect the planned EBRPD open space lands of both the Plan Area properties and the surrounding areas and the system of staging areas and trails that will become part of the EBRPD system.

Page 7-1 through 7-24
The following comments pertain to the referenced pages of the DEIR.

- The project is located in the Livermore Valley, one of the most polluted regions in the Bay Area. Development related emissions will result in a worsening of air quality in the Valley. Despite the substantial development contemplated for the Dougherty Valley and the rest of the Tri-Valley area, and the accompanying severe traffic congestion, the DEIR concludes that carbon monoxide levels will actually improve significantly at 94 of the 96 receptor locations. (DEIR page 7-5). The DEIR provides no documentation to support its assumption that air pollution will improve in the next 20 years. To the extent that the revised DEIR intends to assume that this improvement is attributable to tighter tailpipe emission controls, it must

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discuss the relationship between those controls and the dramatic growth in vehicle miles travelled projected for the region.

- The DEIR severely underestimates the project's impact upon air quality because it apparently assumes emission reductions attributable to the successful implementation of transportation control measures outlined in the BAAQMD's Clean Air Plan. Unless the County can demonstrate its commitment to implement those measures, and can provide an indication of their success, the revised DEIR cannot assume their implementation in its 2010 air quality analysis.

- The DEIR does not disclose whether this project is consistent with the BAAQMD's Clean Air Plan. The revised DEIR should provide assurance that the increase in population, employment and emissions associated with the Dougherty Valley project were assumed by the BAAQMD in its projections for attainment of the air quality standards. If this project is not consistent with the Clean Air Plan, the revised DEIR must demonstrate that emissions will be reduced so as not to deter expeditious attainment of air quality standards.

- The emissions analysis relies upon the EIR's traffic analysis to determine project emissions. (DEIR page 7-13). For the reasons described below, that traffic analysis significantly underestimated the number of vehicular trips and therefore the amount of traffic congestion and associated emissions. The revised DEIR should reanalyze air quality impacts after the thoroughly revised traffic analysis is complete.

- The DEIR relies upon ineffective mitigation measures to reduce, in part, the significant air emissions. (DEIR page 7-19). The EIR assumes that the measures that will allegedly mitigate the traffic impacts will mitigate the project's significant carbon monoxide and ozone impacts as well. As discussed above, the DEIR provides no evidence that the traffic mitigation measures will be implemented and therefore the EIR cannot rely upon these same questionable measures to mitigate the project's air quality impacts. The revised DEIR should not assume the implementation of questionable transportation control measures.

- The DEIR looks to the project proponents to implement mitigation measures that are beyond the control of the project proponent. Specifically, the EIR

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suggests that the project proponent implement the transportation control measures (TCMs) in the BAAQMD Clean Air Plan despite the fact that most if not all of those measures should be implemented by the County itself. (DEIR page 7-19). The revised DEIR should identify those TCMs over which the County has control and demonstrate how it intends to implement those measures.

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Page 8-30

The DEIR inadequately analyses traffic related noise impacts. The noise analysis is derived from the traffic studies prepared for the project. Please see the Town's comments pertaining to Chapter 6. Circulation. These comments include challenges to the technical accuracy of traffic generation rates affecting several roadways, including the stretch of Crow Canyon Road east of Alcosta Blvd. to Dougherty Road. The traffic analysis for this stretch of roadway takes a very optimistic view of the effects of having job centers in vicinity of the Dougherty Valley. Overstating the "draw" of these job centers allows an understatement of the traffic increases on this roadway that are directly attributable to the project. Raw traffic modeling data should be refined with adjustments to trip lengths and trip frequency out of the Tri-Valley area (similar to what TJKM did for modeling for the Hacienda Business Park in Pleasanton). The charge of CEQA is not to paint overly optimistic projections of future conditions but rather to take realistic views of worst case scenarios and structure appropriate mitigation measures to resultant impacts.

The Noise Section of the DEIR should be redone to reflect the adjustments to the traffic model called for elsewhere in our comments. In addition, Mitigation Measures 8.8 and 8.9 should be redrafted to assume a high probability that project related traffic increases on this referenced section of Crow Canyon Road will trigger the need for installation of sound attenuation walls and/or upgrade of acoustical insulation of selected homes in the Crow Canyon Country Club PUD. A mitigation monitoring program should be put in place to determine at what point, and to what degree, project related noise triggers the need to install the soundwall.

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Page 9-3

In at least four places in the DEIR there is reference to a general plan directive regarding grading of slopes $\geq 26\%$ slope. The references speak of "restricting" development (Page 4-20), "discouraging" development (Page 9-3), restricting "extensive grading" (Page 9-25) and "protecting" these slopes (Page 15-10).

The proposed project will result in a grading of 630 acres of slope in excess of 26% slope, yet the DEIR fails to analyze the project's inconsistency with these general plan

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directives. The issue of what degree of development activity may occur in areas $\geq 26\%$ should be nailed down and any resultant changes that need to occur to the project layout to accommodate this directive should be made. It seems that there is a desire to downplay the control that General Plan Policy 10-29 has on new development, as exemplified by the creative designation given to the policy on Page 9-26 ("Policy 10-29 was designed as an interpretive policy and intended to be flexible in areas within the urban limit line..."). The sense is that the policy is in place but it is going to be ignored - setting the stage for mass grading of 630± acres of slopes with $\geq 26\%$ gradients.

Figure 9-3

This figure graphically depicts the ridgelines within the project area that are to receive the designation of "major ridgelines" and receive protection from development activity within 100 vertical feet from the ridge. Looking at the criteria of the Town of Danville and the City of San Ramon as to what qualifies as a "major ridgeline" in those two cities, it would appear to be appropriate to "upgrade" the areas shown on Figure 9-3 as "other significant ridgelines" to the status of "major ridgeline".

The four ridges indicated as "other major ridgelines" on Figure 9-3 should be given the status of "major ridgeline" and bestowed the protection from development that comes with that designation.

Figure 9-4, 9-6 and 9-7

Taken together, Figures 9-4 (Slopes 26% or Greater in the Dougherty Valley Planning Area) and 9-7 (Landslides and Related Features of the Dougherty Valley Planning Area) make a good case to pull development back from the southern terminus of Lawrence Road.

The revised DEIR should include an alternative which avoids slopes of greater than 26% and the small valley area south of the terminus of Lawrence Road. This is an area of extensive "definite" landslides and an area dominated with slopes $\geq 26\%$. The land plan shown in Figure 3-17 (with or without transfer of density) is a better model for development in this portion of the Windmere holding.

Page 9-21

The DEIR identifies a variety of significant geologic impacts including 1) unstable earth conditions resulting from 62.5 million cubic yards of excavation; 2) potentially substantial damage to structures and a threat to the safety of people resulting from landsliding and slope failure; 3) potential structural damage and injury to people resulting from liquefaction; and, 4) damage to structures from erosion hazards.

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The DEIR proposes to mitigate these potential impacts through the preparation of a variety of plans including 1) a detailed grading plan; 2) a stabilization plan; 3) a detailed geotechnical plan; and 4) an erosion control and rehabilitation plan after project approval. As discussed above, these studies must be prepared as a part of this environmental analysis prior to project approval. Deferral of these important plans and studies will allow the project proponents to "slide" on some of the corrective soils work that would otherwise be preformed for the project.

The revised DEIR should demonstrate the project proponents will correct all soil/slide problems anywhere in the vicinity of proposed development and to provide "seed money" into whatever funding mechanism is utilized to handle subsequent maintenance and remedial repair. The responsibility of remedial work on any work performed by the developer should stay with the developer for two or three winter periods after the work is performed.

Page 11-1

The DEIR fails to adequately analyze impacts to biological resources. The following comments pertain to the referenced pages of the DEIR.

- The DEIR provides a list of special-status wildlife species that could occur in the planning area but fails to conduct a survey to determine the presence of these species. These species include: 1) the San Francisco Forktail; 2) the Curved-Footed Hygrotus Diving Beetle; and, 3) the American Badger. (DEIR page 11-26 and 11-30). In the case of the American Badger, the DEIR suggests that surveys be conducted after project approval to determine the presence of this species. As discussed above, CEQA requires that environmental analysis occur prior to project approval.

- Although the Western Pond Turtle, the Black-Shouldered Kite and the Ferruginous Hawk have been found on site the DEIR does not analyze the impacts associated with their loss of habitat. In addition, the DEIR does not provide a mitigation plan for their protection. (DEIR page 11-26 through 11-29).

- The DEIR fails to adequately survey the site for the California Tiger salamander. Although the site is considered suitable habitat for the species, one of the surveys was conducted during June and July when ponds were dry. (DEIR page 11-27).

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- The DEIR has not adequately addressed impacts to wetlands because it has yet to determine the extent and location of wetland areas. (DEIR page 11-45).
- The DEIR acknowledges that the project will significantly impact the Tricolored Blackbird, a candidate for state listing as endangered under the California Endangered Species Act. (DEIR page 11-29). The DEIR however proposes that the project proponent prepare a mitigation plan after project approval. As discussed fully above, this approach to impact analysis and mitigation violates CEQA.
- The DEIR acknowledges that the construction of the Windemere Parkway Extension could have potentially significant adverse impacts upon the California Red Legged Frog yet provides ineffective mitigation. (DEIR page 11-56). The DEIR simply proposes to transplant frogs to other ponds without providing any plan for how it attempts to accomplish this task.

Page 14-1

The background data in the section entitled "Housing - Existing Supply" cites statistical data from ABAG to discuss the housing shortage in the San Francisco Bay Area, including the Tri-Valley region. This data is offered to underscore ABAG's call for the production of new housing. To provide a balanced discussion of housing and job trends for the Tri-Valley region, this section should include reference to ABAG data that concludes that, for the next 20 year period, the total amount of undeveloped land in the Tri-Valley region earmarked for business and industrial park development will vastly outpace the region's capability to absorb new jobs. Getting one piece of the puzzle at a time is very confusing for the reader. The revised DEIR should include a comprehensive discussion is needed to indicate short term and long term trends for the Tri-Valley region with regard to the need of housing - broken down by wage level, the probable rate of delivery of new jobs - again including discussion of the wage levels associated with the new jobs and a realistic portrayal of commute patterns. It is overly simplistic to count up the number of projected local jobs, factor this result by an assumption of the number of workers per household and spit out a decree that we need a certain number of housing units.

The revised DEIR should include a discussion of the probable rate of delivery of local jobs in the Tri-Valley region, the location of those jobs, the breakdown of existing and future jobs by wage level, discussion of how wage levels translate to housing product type and purchase prices and discussion of existing and future commuting patterns - factoring in wage levels and housing costs.

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Page 14-4

The information provided on the maximum purchase price for a new home that could be afforded by a moderate income family is too vague and appears to be inaccurate. It is also unclear why this "snapshot" of income-to-purchase price is being supplied in the DEIR. If the intent is to underscore the need to provide housing that matches up with the income distribution of the current residents of Contra Costa County (Figure 14-2 shows that 51% of the current households fall into the very low, low or moderate income ranges) then much more information should be supplied.

A new table, modeled after the attached table entitled "1992 Danville Affordable Housing Figures: Maximum Income Levels, Maximum Rental Rates and Maximum Purchase Prices - Revised June, 1992", needs to be incorporated into the DEIR. Including information on rental rate and purchase amount limitations for each income group and for varying family unit size is necessary to intelligently discuss and formulate project mitigation measures that need to be imposed to assure that the goal of matching housing production to housing needs occurs.

Table 14-2 is incorrectly cited at the end of the second paragraph on this page.

Text relating to Table 14-2 needs to be added to the DEIR. The lofty goal forwarded by the project proponents that approval of the Dougherty Valley Specific Plan will result in provision of a minimum of 2,750 affordable units needs to be scrutinized more closely. A thorough discussion of the data contained in Table 14-2 would result in the imposition of a wide variety of project mitigation measures. Acknowledging that even providing 25% of the units as affordable falls 50% short of matching the housing to the current needs. This "shortfall" will be aggravated if there isn't a mitigation measure imposed that addresses the distribution of affordable housing units amongst the very low, low and moderate income ranges. Additionally, mitigation measures should be established which;

- indicate how the delivery of the affordable units will be phased
- rejects the notion of paying an in-lieu fee to seek relief from the 25% affordable housing requirement
- make provision to cover the subsidy gap between the market rental and sale rates and the maximum allowable rental / sales rates for housing targeted to very low and low income households
- assure that a majority of the multiple family units created are established, and maintained for an extended period, as rental units

The discussion in the section entitled "Vacancy Rates" is misleading and overly simplistic. The complexities of the regional housing market cannot be encapsulated into a statement that ABAG feels that a higher vacancy rate for housing must be achieved before there is an adequate amount of housing in the area. The current vacancy rate for San Ramon is largely attributable to the presence of more rental units. It is a reflection of the complexities of the regional housing market that, although rental projects generally provide more affordable housing, the comparatively high vacancy rates in the San Ramon projects and the "soft" rental rates recently lead to two large rental projects "going back to the bank". It is in the very area where delivery of new units should be occurring (i.e., rental units affordable to low and moderate income households) that market obstacles continue to be present. A third rental project, proposed for development in Danville just south of the Tassajara Village Shopping Center, was unable to secure construction financing despite the fact it held all necessary permits to proceed with development of 248 rental units. To state that, due to their current housing vacancy rates, Livermore, Danville and Dublin are experiencing a shortage in housing is overly simplistic. In Danville alone there is a backlog of some 2,000± approved units that will not come on line until market conditions change.

Discussion in this section needs to be expanded to better address the complexities of the regional housing market and to underscore the differences between micro and macro statistics and trends.

Pages 14-8 through 14-9

While the list of applicable housing goals and policies is appropriate to include in the DEIR, the DEIR fails to go from policy statement to action plan. Providing housing to the Tri-Valley region is the prime reason forwarded to consider the project. Given that fact there should be closer connections between project mitigation measures and housing policies.

Mitigation measures should be drafted and included in the DEIR that bridge housing policy statements to actions plans for several of the goals and policies listed;

- Policy 6-1 should be the basis for a mitigation measure that requires each phase of development to deliver its proportional share of the 25% affordable housing.
- Implementation Measure 6-e should be the basis for a mitigation measure that requires second dwelling units to be incorporated from the outset in the single family portions of the project (the author is referred to a draft ordinance under preparation by the City of Pleasant Hill)

- Implementation Measures 6-b and 6-bx should be the basis for a mitigation measure that quantifies the circumstances by which a density bonus would be granted (the requirements to qualify for a density bonus under State law - targeting of very low, low or senior housing with a set minimum percentage of units and a set minimum period to assure affordability - will most likely preclude its application in Dougherty Valley)
- Implementation Measures 6-s and 6-bx should be the basis for a mitigation measure that quantifies, at least in general terms, what the County will "throw in" relative fee waivers or reductions and relaxation of development requirements to encourage / facilitate development of affordable housing.

Pages 14-10 and 14-17

The sections discussing jobs/housing ratio are confusing and are inappropriately derived from a project applicant-sponsored study performed by Gruen Gruen & Associates. The first through third paragraphs of the section entitled "Existing Jobs / Housing Ratio" selectively cites data pulled from the consultant study in manner that yields no benefit to the DEIR or mitigation package. As an example, the third paragraph cites a regional employee count of 68,600 workers which drastically varies from the 79,264 total found in Table 14-1. The last paragraph in this section provides a vague criticism of the consultant report, stating that a liberal calculation method may have resulted in an underestimation of the units required in the lower price range. Unfortunately the DEIR does not state what the consultant estimates the number lower priced units to be, so what's the purpose? All in all, this is a very weak section of the DEIR. Given the importance to the overall questions that need to be addressed through the Specific Plan process, this should be an area of extensive analysis, not a token effort to massage the overused housing/jobs balance rhetoric.

To respect the direction given in General Plan Goal 3-K, a County-sponsored study should be commissioned and incorporated into the revised DEIR that thoroughly analyzes the components that impact the Tri-Valley region jobs / housing balance. The housing developed in Dougherty Valley should have a much more direct connection with existing and future housing needs than will be provided by way of the current DEIR mitigation program or the Specific Plan.

Page 14-14

The section entitled "Key Assumptions" forwards the assumption that the existing number of workers per household is 1.83. This varies measurably with the findings contained in

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the DEIR prepared for the San Ramon version of the Dougherty Valley Specific Plan and also varies from the data in this DEIR contained within Table 14-1 (which shows 124,843 employed residents from 79,264 dwelling units - a 1.58 employed residents per household ratio). It should be noted that the ratio varies significantly from the ratio reported in ABAG Projections 1990 (which shows a 1.59 to 1.64 ratio for the 1990-2005 time frame).

This assumption needs to be modified - and any traffic modeling done dependent upon that incorrect ratio should be adjusted as necessary. Overstating the number of jobs will lead to an overstatement of the benefit of the project in terms of provision of housing for locally employed residents.

Page 14-16

The section entitled "Impact: Improvement in Existing Jobs / Housing Ratio" is confusing as written, cites a study not made available to the readers of the DEIR (the Gruen Gruen & Associates report), and appears to contain several errors. This section needs to be revised to provide a clearer indication of the assumptions used in the DEIR for the number of total jobs, the number of local jobs, the local-jobs-per-household and the workers-per-household ratios. If there is 1.575 workers per household overall, there would be 17,325 workers at build-out. If all 2,500 jobs created within the Plan Area went to project residents (which is unlikely), there would be 14,825± workers who would be commuting out of the Plan Area to work. There is no tangible evidence forwarded in the DEIR to support claims that a large percentage of these workers would work at Tri-Valley jobs and therefore stay off I-580 and I-680.

The revised DEIR should portray, with supporting documentation, what the interim and ultimate mix of locally employed workers and workers who will commute out of the region will be. Additional analysis is necessary to ascertain the impacts of furthering the out-commute pattern by some 12,771 workers.

Page 16-12

An EIR's analysis of alternatives must "focus on alternatives capable of eliminating any significant adverse effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." CEQA Guidelines § 15126 (d)(3). The alternatives analysis identified in the DEIR fails to identify an alternative which does not result in significant adverse impacts. Although the DEIR identifies the concentrated development alternative as the environmentally preferred alternative (next to the no project alternative), even this

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alternative has impacts "only incrementally less significant" than those of the project alternative.

The revised DEIR must identify an alternative which eliminates or significantly reduces the environmental impacts of the project. The analysis of this new alternative should extensively document how it will result in less significant impacts including traffic, public services and air quality.

Page 17-2

The DEIR acknowledges that the project itself and the introduction of urban services would induce growth in the region which could cause significant environmental effects. This statement, while correct, does not constitute a growth inducing impact analysis. The DEIR provides no description let alone analysis of the likelihood or severity of environmental impacts. Specifically, the DEIR should assume that other lands in the vicinity will be developed at similar densities to the Dougherty Valley and identify and analyze the traffic, public services, air quality and loss of open space and agricultural lands associated with such development.

The DEIR identifies several properties bordering the planning area as having filed for non-renewal of their Williamson Act contracts. (DEIR page 4-6). In addition, the DEIR states that the Contra Costa Community Development Department identifies the San Ramon Valley, which includes the planning area, as a preferred location for a new community college. (DEIR page 5-57). The identification of this possible development should be considered reasonably foreseeable and its effects should be identified and analyzed in the revised DEIR.

Existing Traffic Conditions

The DEIR does not accurately describe the existing roadway network, traffic patterns or traffic volumes in the project area and therefore fails to adequately analyze project impacts. Specific deficiencies in the traffic analysis' description of the existing traffic environment situation include but are not limited to the following seven comments.

Figure 6-2, page 6-4

The figure indicates a daily traffic volume of 13,000 on Camino Tassajara just east of Sycamore Valley Road. TJKM's count from November of 1990 is 18,031 for this location.

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If the traffic model was validated against the 13,000 figure, it was validated incorrectly and the future forecasts are incorrect.

Figure 6-2 should be changed to show 18,000 at this location.

Page 6-8
The description of San Ramon Valley Boulevard is incorrect. Camino Tassajara does not intersect with San Ramon Valley Boulevard, nor does San Ramon Valley Boulevard "become Danville Boulevard north of Camino Tassajara." Portions of San Ramon Valley Boulevard are two lanes, not four lanes as the text indicates.

The text should be revised to accurately describe San Ramon Valley Boulevard and its northerly continuation as Hertz Avenue and Danville Boulevard.

Page 6-9
The description of Camino Ramon is incorrect. The segment of Camino Ramon in Danville is limited to two travel lanes.

The text should be corrected to accurately describe Camino Ramon.

Page 6-9
The description of Camino Tassajara is incorrect. East of Crow Canyon Road, Camino Tassajara does not become Tassajara Road. And Camino Tassajara carries in excess of 18,000 vehicles per day east of Sycamore Valley Road (which is greater than the 15,000 cited in the text). Finally, significant portions of Camino Tassajara are limited to two travel lanes, not "four lanes over most of its length." Between Sycamore Valley Road and Diablo Road, Camino Tassajara is limited to two lanes. It is also limited to two lanes from east of Leema Road to the Contra Costa/Alameda County line.

The text should be corrected to accurately describe the biggest existing ADT on Camino Tassajara; the fact that it becomes Tassajara Road at the Contra Costa/Alameda County line; and the number of lanes on various segments of the roadway.

Figure 6-5
This figure shows 4 lanes on Camino Tassajara between Sycamore Valley Road and Diablo Road. This is incorrect. The existing and planned number of lanes for this segment of Camino Tassajara should be shown as 2 lanes.

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The figure should be modified to show two lanes. If the traffic model assumed four lanes for this segment of Camino Tassajara, the results are incorrect.

Table 6-5

Although not stated on the Table, the trip distribution shown is apparently for all trips on a daily basis. It would be helpful to include a similar table for peak hour trips, since the peak hour is the primary focus of the analysis.

A table should be included that shows the peak hour distribution of trips from the "Dougherty Valley Planning Area to Other Locations" in 2010.

Page 6-23, Routes of Regional Significance

The listing of Regional Routes in the Tri-Valley area is incomplete. The discussion fails to list Routes of Regional Significance in San Ramon and Danville. It is worth noting that for purposes of the Tri-Valley Transportation Plan, Alameda County, Dublin, Livermore, and Dublin have adopted a similar designation for their key arterial facilities. These Alameda County facilities should also be listed.

The revised DEIR should include a listing of adopted Routes of Regional Significance in the entire Tri-Valley area, since many will be impacted by the proposed project.

Page 6-31 and 6-43

The DEIR severely underestimates the traffic impact resulting from the development of the Dougherty Valley because it assumes the implementation of roadway and highway projects which may not be constructed. The DEIR identifies 98 roadway improvements assumed to be completed by the year 2010. (DEIR Technical Appendix D-5). At the same time, the DEIR states that many of these improvements are not fully funded or included in adopted General Plans. (DEIR at 6-26). CEQA requires that an EIR analyze a proposed project's impacts in relation to the existing environment. CEQA Guidelines Section 15125. Unless the DEIR can provide documentation that all of these roadway improvements will be constructed, it cannot assume their completion in the traffic analysis. The revised DEIR should only assume those roadway and highway improvements which have fully obligated funding.

Page 6-30, Mitigation Measures

With the exception of Mitigation Measure 6.3, this entire section focuses on additional roadway capacity as a mitigation measure for impacts of additional planned development, the project, and cumulative development. In some cases, the specified roadway capacity improvements will be difficult, expensive, and controversial (examples including adding

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lanes three and four on Diablo Road between Camino Tassajara and I-680 and adding lanes five and six to Bollinger Canyon Road between Alcosta Boulevard and the eastern edge of the Canyon Lakes development).

The Measure C *Growth Management Program Implementation Documents* specify that a range of mitigation measures should be considered as mitigation, not just increases in roadway capacity. These other measures include: road and/or transit operational projects; transit capital projects; modifications to land use policies; and strategies that influence people's travel habits.

The revised DEIR should identify and analyze a range of potential mitigation measures in those instances where the proposed mitigation measure will be excessively costly or socially, economically, and/or environmentally disruptive to the community where the proposed mitigation measure is located. A listing of these potentially disruptive mitigation measures could be assembled by contacting the affected jurisdictions. In the context of cooperative, multi-jurisdictional planning, it is incumbent on Contra Costa County to discuss proposed mitigation measures with local jurisdictions before the EIR is finalized.

Page 6-20, Roadway Segments and Page 6-31, Project-Related Impacts, Daily Traffic Roadway Segment Analysis

The DEIR underestimates the potential traffic impacts resulting from the development of the Dougherty Valley because it fails to provide a peak hour traffic roadway segment analysis. As the DEIR itself recognizes, there is a "significant contrast" between daily volume forecasts and peak period forecasts. (DEIR page 6-33). "Although all sections of the freeway were found to operate satisfactorily under daily volumes, many were found to operate under heavy congestion and delays (LOS E or F) during a.m. and p.m. peak hours." Id.

Limiting the analysis of arterial roadway segments to daily traffic volumes is insufficient. Since the Dougherty Valley consists primarily of residential land uses, a tremendous number of peak hour work trips will be leaving the study area during the a.m. peak hour and returning to the study area during the p.m. peak hour. These trips will result in a substantial imbalance in the peak hour directional split on key arterial streets that is ignored when only daily traffic volumes are presented. In addition, the traffic study ignores key intersections such as Crow Canyon Road at Camino Ramon, Bollinger Canyon Road at Sunset Drive, San Ramon Valley Boulevard at Crow Canyon Road, Dougherty Road at Amador Valley Boulevard, and Tassajara Road at Dublin Boulevard. Additional significant impacts will be ascertained when peak hour volumes on roadway segments in

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the vicinity of these intersections are examined. These impacts are in addition to daily traffic impacts and peak hour intersection impacts.

One example is Bollinger Canyon Road between the I-680 northbound off-ramps and Sunset Drive. The 2010 With Project Intersection Capacity Analysis for the A.M. Peak Hour indicates that a total of 5,521 peak hour vehicles will be travelling eastbound on Bollinger Canyon Road between the I-680 NB ramps and Sunset Drive. Based on a Level of Service D capacity of 675 vehicles per lane per hour for an arterial street, eight eastbound lanes would be needed between the I-680 northbound ramps and Sunset Drive. Can this segment of Bollinger Canyon Road accommodate this many peak hour vehicles?

The analysis of roadway segments should include an identification and analysis of peak hour directional volumes on the arterial roadway system that will serve the Dougherty Valley. Alternatively, additional study intersections, including Crow Canyon Road at Camino Ramon, Bollinger Canyon Road at Sunset Drive, San Ramon Valley Boulevard at Crow Canyon Road, Dougherty Road at Amador Valley Boulevard, and Tassajara Road at Dublin Boulevard should be analyzed to insure that roadway segments will operate within acceptable levels of service during the peak hour. A project of this magnitude must be subject to this analysis.

Page 6-31, Mitigation Measure 6.1

This mitigation measure requires correction and clarification. A significant portion of Crow Canyon Road between Camino Tassajara and Dougherty Road is striped for six travel lanes now. The portion between Center Way and Camino Tassajara can never have three northbound through lanes, since Blackhawk Road cannot accommodate more than two northbound lanes. Does this mitigation measure apply to a smaller segment of Crow Canyon Road?

Mitigation Measure 6.1 should be corrected to accurately specify where additional capacity is needed on Crow Canyon Road between Dougherty Road and Camino Tassajara.

Page 6-33, Mitigation Measure 6.2

This mitigation calls for improvement of Tassajara Road to a four-lane standard (with a design ADT of 36,000 vehicles per day) between Dublin Boulevard and Fallon Road. The text, however, states that the anticipated traffic volumes range from 43,800 ADT to 44,900 ADT.

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The analysis should be revised or clarified to explain how a four-lane street with a design ADT of 36,000 can accommodate 43,800 to 44,900 ADT.

Page 6-33 and Table 6-8, Peak-Hour Freeway Mainline Analysis

This analysis is inadequate. The table shows numerous instances where the volume of cars on the freeway exceeds the capacity of the freeway. This, of course, is impossible since only one motor vehicle can occupy a car-length of freeway space at any given time. The mitigation measures provide a list of potential solutions, some of which may never occur. One thing that will probably occur is that the peak hour will "stretch out". Another likely scenario is that all facilities parallel to I-580 and I-680 will become congested with traffic that cannot fit on the freeway. This is where the EIR is deficient. A significant portion of the freeway overload should be assigned to parallel facilities to better reflect what motorists will do when the freeway reaches capacity.

The peak hour freeway analysis should be supplemented by a quantification of where freeway overload traffic will be diverted. Impacts and mitigation measures related to the diversion of freeway overload traffic should be included in the traffic analysis as appropriate. It is technically inappropriate to provide tables showing an obviously overloaded facility and not have any analysis of impacts and mitigation measures on parallel facilities.

DEIR at 6-38

The development of the Dougherty Valley would contribute to Level of Service (LOS) F operations on both the I-580 and I-680 freeways. Although the DEIR acknowledges the significance of this impact, it fails to identify mitigation measures to offset these traffic impacts. CEQA requires that where an EIR identifies an impact as significant it must identify mitigation measures or alternatives capable of offsetting this impact. CEQA Guidelines Section 15126 (c).

To the extent that the draft EIR intends to rely on the implementation of future traffic studies (i.e. the Deficiency Plans for I-680 and I-580) to mitigate the project's significant adverse impacts, it cannot do so. CEQA requires that mitigation measures must be identified and incorporated into a project before the EIR is approved. Sundstrom 202 Cal. 3d at 306.

In addition, the DEIR relies upon fundamentally inadequate mitigation measures to allegedly mitigate significant intersection LOS traffic impacts. The DEIR itself states that some mitigation measures are not fully funded yet assumes their implementation will reduce the impact to a level of significance. (DEIR pages 6-43 and 6-52).

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Page 6-43, Intersection Analysis

This section of the EIR documents peak hour intersection impacts and mitigation measures. A review of the forecasted peak-hour traffic volumes in Appendix D, which is the technical basis for this section, indicates that this entire section requires modification.

A comparison of 1990 turning movements with 2010 and cumulative turning movements indicates numerous instances where the future volumes are anticipated to be *lower* than existing volumes. This is an issue because the decreases cannot be explained by improvements to the roadway network (no new I-680 freeway interchanges are included, for example). The traffic analysis is based on an incremental increase of over 63,000 dwelling units and over 91,000 jobs in the Tri-Valley between 1990 and 2010. Given this huge increase in development and no new freeways or I-680 interchanges, it is implausible that traffic volumes would actually decrease at intersections 20 years from now. Nonetheless, the Technical Appendix includes the following data:

Intersection	Hour	Direction	20-year Change
I-680 SB off-ramps at Sycamore Valley	P.M.	Westbound	-42%
I-680 SB off-ramps at Sycamore Valley	P.M.	Northbound	-14%
I-680 SB off-ramps at Sycamore Valley	A.M.	Northbound	-52%
Camino Tassajara at Blackhawk/Crow Canyon	A.M.	Eastbound	-9%
Camino Tassajara at Blackhawk/Crow Canyon	P.M.	Southbound	-29%
Camino Tassajara at Blackhawk/Crow Canyon	P.M.	Westbound	-13%
I-680 SB off-ramps at Diablo Road	A.M.	Sum of all	-16%

Apparently, the intersection impacts and mitigation measures in the EIR were based on "raw" forecasted peak-hour traffic volumes. This is technically deficient and inconsistent with the Contra Costa Transportation Authority Growth Management Program *Technical Procedures* (January, 1991). The *Technical Procedures* state that "To obtain reasonable intersection turning movements from the model, adjustment of the raw model output will be required." The document also specifies a method to adjust the volumes. At a minimum, traffic volumes 20 years from now will be greater than or equal to existing volumes. In the context of the growth assumed in the analysis, presenting results showing a future decrease in volumes on intersection approaches is misleading, unfounded, and intuitively wrong.

The entire intersection analysis of impacts and mitigation measures should be revised to be consistent with the Technical Procedures issued by the Transportation Authority. Presenting results with future intersection approach volumes (not just individual

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approach lanes) that are significantly lower than existing volumes is technically deficient and inadequately documents impacts and mitigation measures.

Tables 6-12 through 6-16

These tables include the intersection of the I-680 NB off-ramp with Diablo Road. This intersection was improperly coded for the intersection analysis. The analysis implies that vehicles make right turns onto an off-ramp. It also shows the right turns at a downstream on-ramp in this intersection, when they are actually through movements at this intersection.

The intersection analysis should be corrected for this location to reflect the correct geometrics and assignment of traffic volumes.

Mitigation Measure 6.5a, Page 6-50

This measure necessitates improvements to the intersection of Camino Tassajara with Diablo Road and widening of Diablo Road between Camino Tassajara and the I-680 NB off-ramp. There are two problems with these mitigation measures. First, these improvements will not provide acceptable conditions. Table 6-15 states that the a.m. peak hour conditions will improve from LOS F to LOS A with the mitigation measures. A review of the forecasted turning volumes indicates 1,040 vehicles turning left from Camino Tassajara to westbound Diablo Road. This volume of left turns would make acceptable signal timing impossible, and would also result in queues that would block two upstream intersections on Camino Tassajara. Therefore, even though the intersection is "mitigated" from a V/C and LOS perspective, it is not mitigated from an operational perspective.

Second, the widening of Diablo Road between I-680 and Camino Tassajara is an unacceptable mitigation measure within the Town of Danville. This project would result in the destruction of six major Heritage Oak trees (which is unacceptable to the Town) or the removal and relocation of six residences. The preliminary cost estimate for the widening project is \$5,500,000.

The revised DEIR should not assume the completion of this mitigation measure. The revised DEIR should provide alternative mitigation to the impacts of the Dougherty Valley project at this location. This may include additional improvements to arterials serving the Dougherty Valley or a reduction in the size of the project.

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Mitigation Measure 6.9a, Page 6-53

This mitigation measure includes adding a northbound double-left turn lane at the intersection of Camino Tassajara with Blackhawk Road and Crow Canyon Road. The project increases this northbound left turn traffic from 203 left turns to 996 left turns. While the mitigated V/C at this location is 0.89 (LOS D), a check of the volumes indicates that the intersection will not operate at acceptable levels of service. The queues that will develop in order to accommodate 996 left turns on the northbound to westbound movement and 899 left turns on the westbound to southbound movement during one hour will result in congestion at the intersection of Center Way with Crow Canyon Road and the intersection of Tassajara Village Drive with Camino Tassajara. This, by definition, is Level of Service F.

In 1986, TJKM stated that there was an "operational limit on the number of left turns that can be accommodated from Camino Tassajara to Crow Canyon Road in the a.m. peak hour. Based on a maximum of 800 westbound left turns in the peak hour..." (Crow Canyon Corridor Transportation Study, Presentation and Update, February 1987, page 4). The 800 vehicle maximum is restated on page 9 of the same report.

The EIR forecasts over 800 left turns on two approaches assuming 2010 with project traffic volumes, yet the EIR does not address these operational difficulties. It is important to note that the Year 2000 volumes, which are based primarily on the approved projects that were the subject of the 1986 study, are well within the 800 vehicle maximum.

The mitigation measures proposed for this intersection will not result in acceptable conditions, due to operational difficulties ignored by the simplified analysis of V/C and LOS as presented in the EIR. Camino Tassajara and Crow Canyon Road are Routes of Regional Significance, and mitigation measures for these Routes will be the result of a multi-jurisdictional planning process. The Town of Danville has no intention of adopting Traffic Service Objectives for these routes that imply unacceptable intersection operations due to the proposed project and other cumulative development outside Danville. This intersection should not be considered "mitigated" in the manner presented in the EIR. The EIR should substitute alternative mitigation to the impacts of the Dougherty Valley project at this location. This may include network improvements to arterials serving the Dougherty Valley or a reduction in the size of the project.

Mitigation Measure 6.11a, Page 6-55

This mitigation measure is for the same intersection. The buildout traffic necessitates the installation of a third left turn lane from Camino Tassajara to Crow Canyon Road. There

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are four problems with this mitigation measure as presented in the EIR. First, the wrong capacity was used for the triple left turn lanes. Second, on some lane approaches the buildout volumes are lower than 1990 volumes. Third, the phasing on Camino Tassajara would have to be split to allow three left turn lanes to move simultaneously, but the analysis does not assume a split phase. These will all affect the calculations, so the V/C and LOS calculations in the EIR are incorrect. Fourth, and most importantly, a triple-left turn lane is very unusual on suburban roadways not directly adjacent to freeway on- or off-ramps. The EIR includes this measure as if it were just another mitigation measure without discussing the implications of a triple left turn on intersection operations. More importantly, such a mitigation should be regarded as a last resort only when all other possible mitigation measures have been investigated. A triple left turn is unacceptable to the Town of Danville as a solution to the traffic impacts from Dougherty Valley and other buildout development.

The triple left turn mitigation measure proposed for this intersection will not result in acceptable conditions, due to operational difficulties ignored by the simplified analysis of V/C and LOS as presented in the EIR. Camino Tassajara and Crow Canyon Road are Routes of Regional Significance, and mitigation measures for these Routes will be the result of a multijurisdictional planning process. The Town of Danville has no intention of adopting Traffic Service Objectives for these routes that imply non-standard, unusual mitigation measures necessitated by the proposed project and other cumulative developments outside Danville. This intersection should not be considered "mitigated" in the manner presented in the EIR. The EIR should provide alternative mitigation to the impacts of the Dougherty Valley project at this location. This may include additional network improvements to and from other arterials serving the Dougherty Valley or a reduction in the size of the project. Extension of Lawrence Road to Dougherty Road is not an acceptable mitigation measure.

Appendix D-1, (Dougherty Valley Traffic Study), Page 33

The Dougherty Valley project will result in 168,800 daily trips and 12,821 peak hour trips. To put these numbers in perspective, Interstate 680 currently carries slightly over 100,000 daily trips through the San Ramon Valley, and 12,821 peak hour trips would fill up almost seven freeway lanes. In a discussion of impacts of the project on the freeway, the text nonetheless states that "The incremental impact of traffic added by the proposed Dougherty Valley project was found to be minimal in most cases." (emphasis in original text). This conclusion implies that there is something wrong with the modeling methodology. Recognizing the location of the Dougherty Valley relative to job centers in San Ramon, Pleasanton, Dublin, and Livermore, it is still inconceivable that a project of this magnitude will have a minimal incremental impact on the freeway system. If only 20

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percent of the peak hour trips utilized the freeway system (and 80 percent traveled around the Tri-Valley without using the freeway) that is still 2,564 peak hour trips, or in excess of one freeway lane.

The Town of Danville recently coordinated a survey of 244 households located in the eastern portion of Danville (north of the Dougherty Valley) to ascertain commute patterns of area residents. Residents within the Stone Creek, Jonathan Ridge, Tassajara Creek, Vista Tassajara, Meridian Hills, Heritage Park, and Blackstone projects provided the place of work for each employed resident in each household. These housing projects include a mix of townhouses and single-family detached homes. Based on the assumption that commuters from this area to Alamo, Danville, San Ramon, Dublin, Pleasanton and Livermore can reach their place of work without utilizing Interstate 580 or 680, 75 percent of the residents still must use the freeway to travel to work. If any of the Livermore or Pleasanton commuters use the freeway, the percentage would be even higher. This finding is based upon availability of thousands of existing jobs at Bishop Ranch, Lawrence Livermore National Laboratory, and Hacienda Business Park.

The DEIR statement that the Dougherty Valley project will have a minimal incremental impact on the freeway system must be questioned in light of this empirical evidence. The fact is, even with substantial job opportunities in San Ramon, Livermore, and Pleasanton, 75 percent of the employed residents in this area of Danville use the freeway system during peak hour periods. Page 14-14 of the DEIR indicates that there would be 1.83 workers per household in the Dougherty Valley (a total of 20,130 employed residents). If 75 percent of these employed residents commuted to work using I-580 or I-680, that would translate in up to 15,098 additional commuters on the freeway system. These commuters would require a new eight-lane freeway to accommodate work trips.

The DEIR traffic analysis inadequately analyzes Dougherty Valley freeway traffic impacts. If the cost of the housing stock in the Dougherty Valley does not match the income provided by the nearby jobs, or the jobs simply lag behind development of the Dougherty Valley, impacts on the freeway system will be much worse. The revised DEIR should include an analysis of traffic conditions based on (1) buildout of Bishop Ranch before the Dougherty Valley is more than 15 percent developed; (2) a constrained job forecast in the Tri-Valley with fewer employment opportunities locally and longer commutes by Dougherty Valley workers, and (3) 75 percent of Dougherty Valley workers commuting to jobs accessed by the freeway system.

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Mitigation Monitoring Program

A project of this magnitude will obviously be phased. Of primary concern is the assurance that transportation infrastructure will be in place to accommodate whatever development is approved and built in each phase. In some cases, transportation infrastructure improvements in Danville, San Ramon, Livermore, Pleasanton, Dublin and unincorporated Alameda County must be completed in order to insure that level of service standards are met.

Which of the many circulation improvements are necessary on a phase by phase basis? Will there be sufficient funding available to build the improvements required for each phase? Has a financing plan been prepared that analyzes the phase by phase circulation system improvements? These questions focus on mitigation monitoring for the impacts of the project. Such a program is critical for a project of this nature. This program must be identified now, not sometime in the future. The EIR is an appropriate document for the County to identify how impacts of the project on transportation, schools, and other infrastructure will be mitigated as the project proceeds. Since the EIR does not identify impacts of the project on a phase-by-phase basis, it must specify how these impacts will be addressed and mitigated.

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- 7-1 The Draft EIR identified Crow Canyon Road between Dougherty Road and Tassajara Ranch Road as being adversely affected in 2010 with the proposed project. Mitigation Measure 6.1 recommends that an additional travel lane in each direction be provided as project mitigation.
- 7-2 Comment noted. Refer to revised Chapter 6 in the Errata.
- 7-3 Comment noted. The County considers the Draft EIR adequate to fulfill the fundamental full disclosure and informational goals of CEQA as they relate to the project's specificity (see response to Comments 5-1 and 5-3).
- 7-4 The commenter requests recirculation of the EIR and references to CEQA Guidelines Section 15163. This section does not pertain to the recirculation of a Final EIR, only to the situations in which a subsequent or supplemental EIR must be prepared. It states that when an EIR has already been prepared, no additional EIR must be prepared unless specific circumstances, such as substantial changes to the project or the circumstances under which it is undertaken, occur.
- Only when "significant new information" is added to an EIR before it is certified are further public notice and consultation required (Pub. Res. Code Section 21092.1). Additionally, CEQA Guidelines Section 15089 states that "lead agencies *may* provide an opportunity for review of the Final EIR by the public or by commenting agencies before approving the project" (emphasis added).
- The County has reviewed public comments, and in response to many of these comments has re-analyzed traffic, air quality, and noise impacts. In addition, other changes in the impact analysis and mitigation measures have been made to the Draft EIR. No new significant information has been identified; thus, there is no need to recirculate the Draft EIR.
- 7-5 The Draft EIR describes the balance of jobs and housing in the Tri-Valley region based on demographic information from ABAG and a detailed jobs/housing study prepared by Gruen Gruen & Associates for Windemere in 1987, which was used to develop the specific plan (Draft EIR page 14-10). Refer to response to Comment 7-83 for a discussion of jobs/housing balance. The analysis is deemed adequate to provide sufficient information for project traffic mitigation measures.
- 7-6 The purpose and objective statement adequately reflects the provisions of the specific plan with regard to affordable housing. The commenter's suggested revisions of the specific plan or County land use planning practices do not address the adequacy of the Draft EIR. No change to the Draft EIR is required.
- 7-7 The Draft EIR's list of Specific Plan elements reflects the contents of the document. The commenter's suggested revisions of the specific plan or County land use planning practices do not address the adequacy of the Draft EIR. No change to the Draft EIR is required.

7-8 The commenter is incorrect. The Draft EIR's project description provides an accurate and consistent description of the project that is based on the provisions of the Specific Plan concerning land use pattern and target densities. This project description is used consistently throughout the document to analyze impacts at the level of specificity called for by the specific plan (see response to Comments 5-1 and 5-2). The Draft EIR project description is considered adequate, stable, and finite and does not "shift" in the meaning of this term as expressed in the case cited by the commenter.

The specific plan does, however, provide for flexibility concerning the number and type of dwelling units that could be developed within any given location, subject to average density and transfer criteria specified in the specific plan (page 4-3). See response to Comment 5-3.

7-9 Refer to response to Comment 7-6.

7-10 The amount of retail, office, and civic development that would occur in Dougherty Valley is defined by the Specific Plan in terms of the number of acres proposed for these uses. The Specific Plan designates a total of 48 acres for these land use categories (Table 1, page 4-6). Development impacts were analyzed in terms of the number of acres of a given land use in the Draft EIR and the traffic study. The Draft EIR is consistent with the Specific Plan concerning acres of development proposed (compare Table 1 in the specific Plan with Table 3-1 in the Draft EIR). The narrative descriptions of the potential square footage of retail, office, and civic land development that might occur in the designated areas within Dougherty Valley were intended in both documents to generally illustrate the order of magnitude and scale of such uses. The Draft EIR incorrectly "double counted" certain categories of these uses. This has been corrected in the Final EIR by eliminating the incorrect table. Refer to the Errata. This error has no effect on the impact analysis.

7-11 Refer to response to Comment 5-4.

7-12 Major policy direction is provided by the Contra Costa County General Plan and the Dougherty Valley Specific Plan. Details of implementing these policies will be discussed in subsequent planning efforts and addressed in tiered environmental review. Please refer to response to Comments 5-1, 5-2, 5-9, 7-17, 26-2, 35-1, and 35-5.

7-13 The DVSP identifies five major park-and-ride lots as shown in Figure 3-9. Figure 3-9 identifies the park-and-ride rankings in the legend. No change to the Draft EIR is required. Final development plans or tentative maps will detail the location and timing of construction for park-and-ride lots.

7-14 The project provides adequate public/semipublic and civic facilities. For example, the acreage for police and library facilities was calculated by multiplying the number of square feet of the facility by the number of square feet in an acre, and the resulting acreages are less than 1 acre. Acreage for

police, fire, library, community center, and senior center facilities are considered adequate. The County General Plan has no required standards for maintenance service yards, staging areas, transfer stations, or recycling sites. These concerns will be further addressed by the County and respective responsible agencies during the development of the final development plan and tentative maps. These concerns include the potential need for maintenance service yards, equipment yards for EBMUD, CCSD, EBRPD, PG&E, and CCCFPD, an additional elementary school site, interim police and fire facilities, two or three additional staging areas for the large open space area, additional sites for future religious institutions, solid waste transfer station sites, and recycling/composting sites. No change to the Draft EIR is required.

- 7-15 This section of the Draft EIR merely attempts to summarize the contents of the Growth Management Element of the Specific Plan. The adequacy of the Draft EIR is enhanced by accurately reporting the elements contained within the Specific Plan. No change to the Draft EIR is required.
- 7-16 Comment noted. The section entitled "Project Benefits" is clearly described as representing the goals of the landowners in the area and is provided to convey their opinions on the matter. It is included in the project description to provide a context for why this project is being proposed at this time. No change to the Draft EIR is required.
- 7-17 The County intends to fully comply with Measure C and expects to approve Specific Plan implementation entitlements (such as final development plans and tentative maps) only as these provisions are shown to be addressed. The Specific Plan can only be approved by the County if it is found to be consistent with the General Plan, and the implementing entitlements must be found to be consistent with the Specific Plan. Mitigation measures in the Draft EIR reaffirm the necessity of pro rata delivery of urban services, which are dependent on detailed financing and phasing plans. The details for staging and financing infrastructure improvements will be addressed by conditions to the preliminary development plan that will require that mechanisms or programs ensure development of the project would ensure the availability of adequate public services and infrastructure; said mechanisms or improvements must be approved prior to approval of final development plans. See response to Comment 5-7.
- 7-18 Comment noted. See response to Comment 7-17.
- 7-19 Comment noted. See response to Comments 5-1, 5-2, 5-7, and 7-17.
- 7-20 The General Plan Goal refers to the need for the County to deliver a job/housing balance based on "individual characteristics of several sub-regions of the County and their interaction with other regions" (see Goal 3-K, page 4-24 of the Draft EIR). A comprehensive study to analyze the regional housing market would be useful for fine-grained community planning purposes, but such a study is beyond the scope of analysis necessary for this EIR. The information used in the Draft EIR is considered adequate to address the general impacts of

the first tier of project policy/plan approvals. See response to Comments 5-1 and 5-2 concerning project specificity and tiering of environmental analysis.

- 7-21 The identification of this impact in the Draft EIR is sufficient to focus attention on mitigation measures to reduce its severity; however, greater physical separation would not reduce this impact to less-than-significant levels due to the nature of the land use relationship itself (existing large rural residential lots in relationship to single-family residential development at up to five units per acre). The proposed mitigation measures properly reduce an impact that is unavoidable if the project is approved. The commenter correctly notes that the Concentrated Development Alternative would result in an improved greater separation and less impact than the project alternative. No change to the Draft EIR is required.
- 7-22 Existing development entitlements will affect school capacities as the associated projects are completed. The "Setting" discussion for the school system takes into consideration enrollment tied to existing development entitlement in the estimate of reaching capacity by 1996.
- 7-23 Please refer to pages 5-53 through 5-57 for a discussion of school funding impacts and mitigation measures. Also refer to comment letter 21 and response to Comments 5-32 and 48-1.
- 7-24 Table 5-2 is amended to indicate available capacity given current enrollment. The number of additional units that could be "absorbed" at each school level is dependent on the kind of residential units (single family or multifamily) assumed within the school district, so it is not included in the revised table.
- The estimate of schools needed (Table 5-11) is based on the number of students projected from the proposed project. This estimate is independent of the available capacity identified in Table 5-2. The Draft EIR does not assume that the currently available capacity in San Ramon schools will be filled by students generated in the project site.
- 7-25 Refer to Comment 19-5. Public service performance standards for wastewater treatment service would be addressed after the service provider has been identified and evaluated during the LAFCO annexation application process.
- 7-26 Refer to response to Comment 19-5.
- 7-27 Refer to response to Comment 19-15. The discussion of water distribution facilities also applies to future wastewater treatment facilities.
- 7-28 The amount of solid waste generated by the project is identified in the EIR. By 2010, the project would generate approximately 360,000 tons of solid waste; this is equivalent to 288,000 cubic yards and less than 1% of the capacity of Keller Canyon landfill. Also refer to Errata 37-43, 37-58, and 37-59.

- 7-29 Mitigation of the traffic-related law enforcement is the responsibility of the CHP. Therefore, this impact is avoidable and can be reduced. Increasing the number of sheriff deputies would not mitigate the impact because traffic-related law enforcement is not a primary Sheriff responsibility (particularly because the County loses money on this type of enforcement because ticket revenues go to the CHP, and court appointments are paid by the County). If the CHP is unable to fund needed positions, the County proposes to mitigate the impact by supplementing the number of County Sheriff deputies serving the planning area. Refer also to response to Comment 37-61 and Errata 7-29.
- 7-30 Mitigation Measure 5.14 should include preliminary information on the timing and financing of the provision of substation space. The actual construction dates and financing mechanisms will be determined during the final development and tentative map stages. Refer to the Errata in the Final EIR.
- 7-31 The need for approximately five additional deputies was based on professional opinions of a senior analyst and a lieutenant at the Contra Costa County Sheriff's Office. Furthermore, this level was based on current staffing levels elsewhere in the County. Funding mechanisms to supplement the County general fund are available. For example, special police districts (formed under the Mello-Roos Community Facilities Act) obtain their funds from property tax assessments and have been employed in the Blackhawk area to provide dedicated sheriff deputies. If the County experienced difficulty funding the additional officers with general fund revenues, this method or other appropriate funding methods could be employed to collect the necessary funds. The County has committed to providing additional Sheriff deputy positions to meet any shortfall created by the need for additional CHP traffic enforcement sources. Therefore, the mitigation is feasible.
- The comment also applies city police staffing standards to the projected development in the planning area and suggests that additional law enforcement officers would be required to meet this standard. County law enforcement standards do not mirror neighboring city standards and are instead based on the County General Plan. In the event the project area is annexed by a neighboring city, additional officers would be required to achieve a new standard. If County law enforcement response times are greater than 5 minutes 90% of the time for priority 1 or 2 calls (Policy 7-59), Mitigation Measure 5.15 will ensure additional deputies are hired. No change to the Draft EIR is required.
- 7-32 Mitigation Measure 5.17 is reworded in the Final EIR to avoid the word "negotiate" and to ensure adequate fire protection facilities. Refer to Errata 22-1 in the Final EIR.
- 7-33 Mitigation Measure 5.17 is reworded in the Final EIR to ensure adequate fire protection facilities. Additional analysis is not required because review of the project will occur during the processing of final development plans and tentative map. Refer to Errata 22-1 in the Final EIR.

- 7-34 Impacts associated with timing of delivery of school facilities include increased traffic impacts and overcrowded existing schools. The lengthy processes of securing funding for construction and approving design plans for schools contribute to the concern for establishing schools in a timely manner. The Draft EIR mitigates these impacts to ensure adequate school funding and condition the approval of final development plans and tentative maps on the availability of school facilities. Refer to mitigation measures on page 5-56 in the Draft EIR. Refer to Chapter A, "Introduction", in this document and response to Comment 5-89.
- 7-35 The student generation rates used in the Draft EIR were supplied by the San Ramon Valley Unified School District. Because the District has not expressed concerns regarding these estimates, the student generation figures are considered representative of the area. No additional analysis is necessary, unless data are presented to the district to counter its current generation rates.
- 7-36 The impact discussion on pages 5-53 through 5-56 is amended to reflect a discussion of AB 2926 and is noted in the Errata. Under Mitigation Measure 5.22, development of the project will not be allowed to proceed without adequate school facilities. Refer to response to Comment 48-1 for additional discussion.
- 7-37 The details for construction and financing of new school facilities will be addressed by conditions to the preliminary development plan that require the development of mechanisms and/or programs to ensure the provision of public facilities. See response to Comments 5-1 and 5-2. See also response to Comments 5-32 through 5-35, 7-17, and response to SRVUSD Comments 21-1 through 21-4, 21-9, and 21-10.
- 7-38 The proposed project would comply with the County General Plan policies that are in place at the time of project approval. General Plan Amendment, GPA 16-91-CO, has been adopted and will apply to the project. This amendment does not require year-round schools. The EIR is adequate in its discussion of current general plan policies. Concerns with the likelihood of changes to these policies should be addressed by the County and are not required in the EIR.
- 7-39 The Draft EIR does not assume that the district will begin a year-round program. Currently, SRVUSD is not planning to switch to a year-round operation (O'Connor pers. comm.). Please refer to response to Comment 7-38.
- 7-40 Refer to response to Comment 7-39.
- 7-41 The Draft EIR mitigates the impacts on surrounding communities through Mitigation Measures 5.21 and 5.22. Please refer to response to Comments 7-38 through 7-40.
- 7-42 Timelines for constructing school facilities will be agreed on as a condition of final site plan approval. Under this requirement, Mitigation Measures 5.21 and

5.22 ensure the timely selection, dedication, and construction of school facilities. The purpose behind the request for a study of enrollment boundaries is unclear and appears to be unrelated to the environmental impacts identified in the EIR. No change to the Draft EIR is required.

- 7-43 The timing of childcare facilities is ensured by adding Mitigation Measure 5.26b as discussed in response to Comments 49-3 and 49-11 and as noted in Errata 49-3.
- 7-44 Refer to response to Comments 7-43, 49-3, and 49-11.
- 7-45 Refer to response to Comments 7-43 and 7-39.
- 7-46 Please refer to response to Comment 31-2. The impact indicates a need for managed open space. This is further clarified to include recreation and wildlife habitat. Refer to the Errata in the Final EIR.
- 7-47 Under CEQA, revising the policies of the specific plan is beyond the scope of the EIR, and the requested clarification would be inaccurate. The 100-foot buffer is interpreted as a horizontal distance by the County. The recommendation of the Town of Danville is now on record. No change to the Draft EIR is required.
- 7-48 The "Soils and Geology" chapter provides a foundation for determining which ridges are considered major. Figure 9-3 indicates where major ridgelines and other significant ridgelines exist and where grading will occur. Minor grading of some ridgelines is necessary for staging water tank siting and recreation trails. No change to the Draft EIR is required.
- 7-49 Please refer to response to Comments 7-47 and 7-48. No change to the Draft EIR is required.
- 7-50 The County will make funding mechanisms and development of staging areas a condition of final development plan approval. Mitigation Measures 5.31 and 5.33, which should include those areas managed by EBRPD or another public agency, include examples of possible funding sources. Refer to the Errata in the Final EIR.
- 7-51 EBRPD or another public agency will be responsible for implementing most of the DVSP policies listed on pages 5-59 and 5-60. The public agency will finance these improvements from revenues generated from the landscape and lighting assessment district established in Dougherty Valley or from other revenue sources elected by the County. This is reflected in the Errata in the Final EIR.
- 7-52 Figure 5-7 accurately depicts parks and other recreation improvements. Details regarding bicycle and equestrian plans will be approved as part of the final development plan and tentative subdivision maps. Further information on trail

designations are provided in the Specific Plan (Figure 13). The EIR is adequate, and no change to the Draft EIR is required.

- 7-53 Mitigation Measure 5.31 indicates that the developer shall be responsible for financing trail construction. No change to the Draft EIR is required.
- 7-54 Adequate trail planning has occurred in the project area, and further "off-site trail improvements" are not required. The trails provided will create a network of trails that could be connected to a regional trail system, provided EBRPD is able to secure easements. In the Draft EIR, Figure 5-7 shows potential extensions for the trails outside the planning area. Due to the uncertainty of the trail easement along the eastern portion of the project, Mitigation Measure 5.29 recommends a trail realignment within the project site. If easements are not secured outside the project area or regional trails are not connected, the trail system proposed in the DVSP would still benefit project residents. The linkages proposed by the commenter are connected to any significant project impact; therefore, no change to the Draft EIR is required.
- 7-55 Figure 5-7 is intended to show the project improvements to parks and other recreational uses in Dougherty Valley, not uses outside the project area. The staging area planned for the area adjoining the southern terminus of Lawrence Road is acknowledged. However, this change and the request for a regional park development map are beyond the scope of the EIR. No change to the Draft EIR is required.
- 7-56 The revised carbon monoxide (CO) modeling results show that by 2010, the project will result in slightly lower CO concentrations at nine of 96 receptors and the same or higher concentrations at 87 of 96 receptors as compared to 2010 concentrations without the project (see Table 7-5 in the Errata). Comparing existing conditions to the 2010 and 2020 modeling results shows decreases in CO concentrations at many receptors. These decreases occur because the increase in the number of vehicles and vehicle miles traveled between 1991 and 2010 is outweighed by the decrease in average vehicle emissions. This decrease is caused by improvements resulting from tighter tailpipe emission controls and improvements in inspection and maintenance programs.
- 7-57 The commenter is incorrect. The air quality analysis did not include estimates of emission reductions attributable to implementation of transportation control measures.
- 7-58 The BAAQMD's 1991 Clean Air Plan was based on population and employment projections made by the Association of Bay Area Governments in their document entitled, "Projections 90 - Forecasts for the San Francisco Bay Area to the Year 2005". That forecast shows Contra Costa County's population increasing by 128,500 between 1992 and 2005 and employment increasing by 79,936 during the same period. At full buildout, which would not occur until at least 2010, the proposed project causes population to increase to 29,000 and employment to increase to 2,500. Therefore, the project is consistent with the

population and employment estimates used in the BAAQMD's 1991 Clean Air Plan.

7-59 As stated in response to Comment 40-1, the air quality analysis has been reconducted with the revised traffic data and the updated emission rate model. Refer to revised Appendix D in the Final EIR.

7-60 The air quality analysis did not include estimates of emission reductions attributable to implementation of transportation control measures. The CO analysis for 2010 and 2020 with project conditions was rerun to include traffic mitigation measures included in the traffic model. These mitigation measures included actions that would improve the level of service at specific intersections, such as adding turn lanes and adjusting signal timing. These mitigation measures made no or only slight improvements to carbon monoxide air quality concentrations.

7-61 The commenter is correct in that all of the transportation control measures (TCMs) included in BAAQMD's 1991 Clean Air Plan (CAP) should be implemented by agencies rather than by the project proponent. The CAP includes 23 TCMs. Of these, only two (improved ferry service and improved intercity rail) are not applicable to the project. The remaining 21 are directly or indirectly applicable to the project and should help to improve air quality near the project site. They are listed below, along with the responsible implementing agencies:

- 1) Expand employer assistance programs (Metropolitan Transportation Commission [MTC], Caltrans, cities, counties, CMA, and BAAQMD).
- 2) Adopt employer-based trip reduction rule (MTC and BAAQMD, with responsibility eventually delegated to cities and counties).
- 3) Improve areawide transportation service (MTC, BART, rail operators, and Caltrans).
- 4) Expedite and expand regional rail agreement, including extending BART to Dublin (BART).
- 5) Improve access to rail and ferries (Transit operators, MTC, employers, TMAs, Caltrans, and BART).
- 6) Construct carpool/express bus lanes on freeways (Caltrans, MTC, and transit operators).
- 7) Improve bicycle access and facilities (cities, counties, MTC, transit operators, BAAQMD, and Caltrans).

- 8) Improve youth transportation (school districts, MTC, and transit operators).
- 9) Install freeway traffic operations (Caltrans).
- 10) Improve arterial traffic management (Caltrans, cities, MTC, and CMAs).
- 11) Adopt transit use incentives (MTC, transit operators, employers, cities, counties, and BAAQMD).
- 12) Improve vanpool liability insurance (MTC and RIDES).
- 13) Provide carpool incentives (MTC, RIDES, employers, BAAQMD, cities, counties, and transit operators).
- 14) Implement an indirect source control program (BAAQMD will eventually delegate authority to local agencies).
- 15) Conduct public education (BAAQMD).
- 16) Zone for higher densities near transit stations (BAAQMD, cities, counties, transit agencies, MTC, and ABAG).
- 17) Implement air quality elements for general plans (BAAQMD, cities, and counties).
- 18) Conduct demonstration projects (BAAQMD and MTC).
- 19) Implement revenue measures (BAAQMD, MTC, and State Legislature).
- 20) Implement market-based pricing measures (State Legislature).
- 21) Implement ozone excess "no-drive days" (BAAQMD).

7-62 The noise analysis has been redone to reflect changes in the traffic modeling. Please refer to response to Comment 5-52.

7-63 Please refer to response to Comment 5-57.

7-64 The criteria for major ridgelines are taken from the Contra Costa County General Plan. Because the project will be under the County's jurisdiction, criteria for ridgelines will follow County standards. No change to the Draft EIR is required.

7-65 Comment noted. The Concentrated Development Alternative was designed to minimize environmental impacts, including adverse effects, on slopes. As

discussed on pages 16-14, this alternative reduces the significance of soils and geology impacts and increases the buffer areas around the perimeter of the planning area, including the southern terminus of Lawrence Road. See response to Comment 5-87.

7-66 Please refer to Errata 5-60.

7-67 No surveys for the San Francisco forktail damselfly and the curve-footed hygrotus diving beetle were conducted, but potential habitat exists in seasonal and wetlands, including stock ponds, creeks, and seasonal wetlands throughout the planning area. If the species occurs in the planning area, temporary impacts could occur from the loss or degradation of stock ponds, and perennial and seasonal creeks. This impact is identified in the Draft EIR as potentially significant; therefore, the project proponents should implement Mitigation Measures 11.3a, c, d, e, f, and g and 11.4, 11.5, 11.6, 11.7, and 11.8. Implementing these mitigation measures would reduce this potential impact to a less-than-significant level. This would protect and mitigate the loss of potential habitat for the San Francisco forktail damselfly and curved-footed hygrotus diving beetle.

As discussed in the Draft EIR, two badgers were observed during 1990 wildlife surveys, but none were found north of Camp Parks. The grasslands north of Camp Parks are considered potential habitat for badgers, but none were observed during field surveys; therefore, the project proponents should implement Mitigation Measure 11.16.

7-68 As discussed in the Draft EIR, implementing the project would substantially reduce the local and regional population of the California red-legged frog and western pond turtle. Mitigating this impact would require project redesign to protect breeding and nonbreeding habitat. This alternative was not considered an option available to the consultant during the environmental review; therefore, mitigation measures were described that would minimize the impact, but not to a less-than-significant level. If the red-legged frog or pond turtle becomes proposed for listing under the federal Endangered Species Act or listed as threatened or endangered under the state or federal Endangered Species Acts, DFG or USFWS could require the project proponent to avoid the impacts (redesign) or compensate for the impacts. If the red-legged frog or pond turtle are listed as threatened or endangered, the project proponents should develop and implement a detailed mitigation plan to compensate for the loss of red-legged frog or pond turtle habitat. The mitigation plan should include onsite enhancement of red-legged frog or pond turtle habitats within Hidden Valley and possible offsite mitigation. The project proponents will consult DFG and USFWS and prepare a mitigation plan for onsite or offsite mitigation. The mitigation plan will include the following elements and other measures specified by DFG and USFWS:

- measures that the project proponents would implement to minimize and mitigate the impact,

- funding committed to implement the mitigation measures,
- the entity that would implement the mitigation measures (project proponents), and
- the entity that would monitor the mitigation site after the mitigation plan is implemented.

The following tasks would be required to implement the mitigation plan:

- determine the acreage of habitat adversely affected,
- identify mitigation site (onsite or offsite), and
- obtain approval from DFG, USFWS, and the Community Development Department as specific development projects are considered.

The mitigation plan will be submitted to the Community Development Department before the project proponents submit final development plans for the site.

Implementing this mitigation measure would reduce this impact to a less-than-significant level because impacts on red-legged frogs or pond turtles would be minimized or compensated for by the project proponents.

- 7-69 Please refer to response to Comment 34-7.
- 7-70 The extent and location of areas under Section 404 jurisdiction will be determined, and a wetland restoration plan will be implemented prior to approval of a grading permit. Analysis of wetland impacts, if any, will be addressed in subsequent review of applications for grading permits (see response to Comment 5-1).
- 7-71 Mitigation Measure 11.13 requires the project proponents to develop and implement a detailed mitigation plan for the tricolored blackbird. The plan must be implemented prior to approval of a grading permit. Please refer to response to Comment 7-70.
- 7-72 Comment noted. Specific mitigation plan for wetlands and mitigation for creation and maintenance of red-legged frog habitat will be developed pursuant to Mitigation Measures 11-3a, b, c, d, and e; 11.8; and 11.17 through 11.27. Transplanting the red-legged frogs (11.24) is considered effective mitigation because it minimizes the adverse impacts on the population. These mitigation measures are sufficient at this level of environmental analysis (see response to Comment 5-1).

7-73 The comment refers to a conclusion reached by ABAG in *Projections 90* that states 1990 estimates of land available for industrial and commercial development were short by 59,000 acres. However, a large portion of identified available land has environmental and/or infrastructure constraints that limit its immediate use. A significant portion of the land is in areas of the region that have poorly integrated transportation systems, limited and insufficient water and sewage systems, and inadequate general urban support services.

Regardless of the ability of the region to develop commercial and industrial uses, the region's population is still expected to grow by 210,000, and the existing housing shortage still exists. Stating that industrial and commercial land may not be developed by a certain date is not pertinent to, and would not "balance out", the discussion. No change to the Draft EIR is required.

7-74 Although a "comprehensive discussion to indicate short and long term trends in the Tri-Valley region" associated with the regional housing market would be useful for fine-grained community planning purposes, such an analysis is beyond the scope of analysis necessary for this EIR. The information used in the Draft EIR is considered adequate to address the general impacts of the first tier of project policy-plan approvals. See response to Comments 5-1 and 5-2 concerning project specificity and tiering of the environmental analysis. No change to the Draft EIR is required.

7-75 The data in Table 14-2 reflect the countywide median income and affordability levels determined by the Community Development Department. The number of units required in each income category within the Tri-Valley region was determined by ABAG in its regional housing needs analysis. This information is provided to the reader as background information to help the reader understand the issue of affordability.

The goal of matching housing production to housing needs is reflected in the policies of the Specific Plan itself (pages 5-1 through 5-6) and would be implemented as part of the County's analysis of consistency of each tentative map with the Specific Plan. Because no significant adverse impact was identified at this tier of project impact analysis, no mitigation measures appear to be required at this time. Subsequent tiers of project implementation may be subject to further environmental review and could result in reconsideration of this issue if substantial evidence of an adverse impact makes this necessary. No change to the Draft EIR is required.

7-76 Comment noted. The Draft EIR text associated with Table 14-2 accurately reports the information contained in the table. The project is not designed to meet all the needs for affordable housing in the Tri-Valley region. Other projects in the Tri-Valley region would be expected to contribute to reducing any overall "shortfall" in affordable housing. The exact allocation of affordable units within the project would be evaluated by the County, and more detailed development plans are submitted to the County. Phasing of affordable housing is not a physical impact on the environment. The EIR adequately

analyzes the physical impacts of project housing units. See response to Comment 7-75. The title of Table 14-2 has been clarified to identify the information as relating to the Tri-Valley region. See the Errata. No other change to the Draft EIR is required.

7-77 See response to Comment 7-74.

7-78 The specific actions that will be undertaken to implement the Specific Plan housing policies are not to be mandated as the commenter proposes because of the need for flexibility to address uncertainties associated with the housing market over the next 20 years to project buildout. The Specific Plan was designed to provide the performance goals by which this issue would be addressed by final development plans and tentative maps. See response to Comments 5-1 and 5-2 concerning project specificity and tiering of environmental analysis.

7-79 See response to Comment 7-78.

7-80 See response to Comment 7-78.

7-81 See response to Comment 7-78.

7-82 This section of the Draft EIR used the best available information on the Tri-Valley jobs and housing balance. This included the Gruen Gruen & Associates study, the conclusions of which appear to correlate with other available information (such as the ABAG data). The ABAG fair share housing allocation is the information officially recognized by the California State Department of Housing and Community Development. The ABAG fair share housing allocation must be addressed in each city and county housing element in order for it to comply with state law. Some variation is to be expected between regional employee estimates derived from different sources. The commenter uncautiously characterizes the difference in the number cited as "drastic", when, in actuality, it is fairly close. See response to Comment 7-74.

7-83 The number of workers per household used in the Draft EIR (1.83) reflected an assumption from the Gruen Gruen & Associates study. Based on comments received, the number of workers per household has been changed to 1.6 to reflect more recent ABAG calculations. This does not conflict with Table 14-1 because the table lists the number of dwelling units in the region, not the number of households. This change does not affect the results of the analysis or the traffic modeling results. Refer to response to Comment 8-22 and Errata 7-84 in the Final EIR.

7-84 The Gruen Gruen & Associates report is available on file at the Contra Costa County Community Development Department and was clearly identified and cited in the Draft EIR. The comment is correct that an arithmetic error was made. The first paragraph of the impact should read, "The project would create 17,600 new employed residents within the region (based on a worst-case scenario

that all new residents would be new employees in the region and that the average number of workers within each of the 11,000 housing units is 1.6 workers per household) resulting in a jobs-to-employed-resident ratio within the planning area of 0.14."

There is no guarantee that a large percentage of the workers would work within the Tri-Valley region; however, because there is an existing housing shortage in addition to jobs in the area, it is a valid assumption (see response to Comment 8-22).

- 7-85 Alternatives to the project were formulated not only to attempt to eliminate or reduce impacts, but also to "feasibly attain the basic objective of the project" (Draft EIR, page 16-1). As the commenter correctly notes, the Concentrated Development Alternative results in reduced impacts. Although no significant impacts are entirely eliminated by any development alternative, many impacts are reduced substantially under various alternatives. The EIR properly evaluates the comparative merits of each alternative in light of the project objective. Refer to response to Comments 5-87 and 35-14.
- 7-86 The Draft EIR's discussion of growth-inducing impacts satisfies CEQA's requirements that an EIR discuss the ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. The Draft EIR discusses characteristics of the project that may encourage and facilitate activities that may be expected to affect the environment. The environmental impacts can also be characterized as severe due to the scale of the project and its associated infrastructure also described in this section. However, the commenter's assumption that adjacent land would be developed at the density of the project must be considered conjecture in light of the proximity of the County's urban limit line and the uncertainty of development in the area. No change to the Draft EIR is required.
- 7-87 Nonrenewal of Williamson Act contracts can, at best, only be considered an indication of the desire of the property owners to consider nonagricultural uses for their land. These nonrenewals cannot be considered reasonably foreseeable urban development. See response to Comment 7-86. The impacts of the Community College project have been considered as part of the project, and therefore, are already addressed in the Draft EIR. No change to the Draft EIR is required.
- 7-88 Peak-hour traffic counts taken by TJKM on November 14, 1990, were factored to estimate daily volumes assuming 10% of the daily volumes occurred in the peak hours. The resulting daily volume was 12,830 vehicles, which was rounded up to 13,000 as shown in Figure 6-2. A 2-day count during the same week on Camino Tassajara east of Sycamore Valley Road showed an average of 18,000 daily trips as noted in the comment. Comparing the hourly volumes between these two counts, it appears that the peak-hour observations were undercounted. Figure 6-2 and referencing text are revised to indicate 18,000 vpd at this location.

This correction does not substantially alter the traffic analysis in the Draft EIR. Refer to the Errata. No additional mitigation is required.

- 7-89 The Draft EIR text on page 6-8 incorrectly described San Ramon Valley Boulevard. The paragraph should be revised to replace the two occurrences of Camino Tassajara with Sycamore Valley Road and to describe it as a two- to four-lane road rather than a four-lane road. This correction does not substantially alter the traffic analysis in the EIR. Revised Chapter 6 of the Errata (Attachment 2) reflects this correction.
- 7-90 The Draft EIR text on page 6-9 should be revised to describe Camino Ramon as a two- to four-lane road rather than a four-lane road. This correction does not substantially alter the traffic analysis in the Draft EIR. Revised Chapter 6 of the Errata (Attachment 2) reflects this correction.
- 7-91 The Draft EIR text on page 6-9 has been revised to replace the first paragraph under Camino Tassajara with the following paragraphs in Appendix D (with corrections for the new 18,000 vpd from comment 7-88):
- Camino Tassajara is an arterial extending from Diablo Road to Crow Canyon Road in Danville and continuing east through the Tassajara Valley. South of the County line, Camino Tassajara becomes Tassajara Road. Camino Tassajara provides connections to I-680 via Sycamore Valley Road and Diablo Road. Travel between Dougherty Valley and the Danville/Alamo area will most likely be from Dougherty Road and Crow Canyon Road to Camino Tassajara.
- Camino Tassajara currently has four lanes over most of its length between Sycamore Valley Road and Lawrence Road and two lanes through the Tassajara Valley. The highest volumes on Camino Tassajara are east of Sycamore Valley Road, where it carries over 18,000 vehicles per day. This correction does not substantially alter the traffic analysis in the Draft EIR.
- 7-92 Figure 6-5 has been revised to show Camino Tassajara between Sycamore Valley Road and Diablo Road as two lanes existing and planned. This correction does not substantially alter the traffic analysis in the Draft EIR.
- 7-93 The Dougherty Valley 2010 trip distributions for daily and p.m. peak hours are shown on page 29 in Appendix D (refer to the Errata). Table 6-5 in revised Chapter 6 indicates the percentage of trips from Dougherty Valley to destinations within the Tri-Valley region, Alameda and Contra Costa Counties, and the remainder of the Bay Area.
- 7-94 Refer to response to Comment 6-18.
- 7-95 The planned highway improvements that were included in the future year analyses were listed in Appendix D-5 in the Draft EIR. Each jurisdiction within the Tri-Valley region was contacted to compile and verify the list of funded or planned roadway improvements for the purposes of the forthcoming Tri-Valley

Model under development by the Tri-Valley Transportation Council. As can be seen in reviewing that list, more than half of these improvements (63 of 98) are expected to be completed by 2000. These near-term improvements are likely to be funded because most, if not all, are included in the current capital improvement programs (CIPs). The longer-term improvements to be completed by 2010 are not yet funded because most agencies have only 5- or 7-year CIP cycles. The planned highway improvements in Appendix D-5 were used to be consistent with the CCTA Technical Procedures for General Plan analyses as indicated on pages 6, 11, and 14 of that manual. Section 15124 required the traffic analysis to examine the existing physical setting as well as the potential future conditions.

- 7-96 Contrary to the comment, the Draft EIR recommends a range of mitigations from roadway capacity improvements to transit services to freeway operational techniques that will reduce the identified no-project, project, and cumulative traffic impacts. In cases where widening improvements are necessary and can be made within the overall planned roadway standards of the local jurisdiction, these improvements have been recommended. The two examples cited in the comment that may have potential disruptive impacts on the community have been revised. Mitigation measures listed on pages 6-38 and 6-39 discuss extending the transit services provided by CCCTA and Wheels to the project area and providing connections to the major employment and activity centers in the valley, ramp metering for I-580 and I-680 freeways to enhance traffic flow conditions, and participation in the regional traffic mitigation fee under development through the Tri-Valley Action Plan. The Tri-Valley Action Plan fees could be used for any appropriate transportation program as adopted by the Tri-Valley Transportation Council, including system capacity improvements and transit service.
- 7-97 Refer to Comment 7-96 regarding the Draft EIR identifying a range of potential mitigation measures. All mitigations that recommended street widening improvements were evaluated in the Draft EIR to determine their effectiveness in relieving traffic impacts. Each agency within the study area chose to provide comments on the Draft EIR, and in doing so, had opportunity to indicate which, if any, of the proposed street improvements were not appropriate. Four of the original 31 study locations were cited as having inadequate or inappropriate capacity-related mitigations. Subsequently, the analyses at each of these locations were reviewed to develop acceptable mitigations.
- 7-98 Refer to response to Comment 6-17.
- 7-99 Refer to response to Comment 6-2. Each of the suggested study intersections has been included in the revised traffic analysis to determine peak-hour impacts and any necessary mitigation. Refer to Tables 6-10 through 6-12 of revised Chapter 6 in the Errata.
- 7-100 Refer to response to Comment 7-99.

- 7-101 According to the list of planned roadway improvements compiled by staff of the Town of Danville and the City of San Ramon (refer to Appendix D-5 in the Draft EIR), Crow Canyon Road is planned to be improved to a six-lane divided arterial between Camino Tassajara and Tassajara Ranch Drive, and to a four-lane divided arterial between Tassajara Ranch Drive and Dougherty Road. The listing shows that this will be completed by 2000, and it has already been constructed. The daily volume forecasts for this segment of road in 2010 with project (44,000) exceeds the capacity of a four-lane roadway (36,000). Widening would be required along the east side and the existing landscaped median relocated to accommodate the recommended six-lane arterial section.
- To clarify, three through lanes were not recommended and are not feasible from Crow Canyon Road continuing north to Blackhawk Road (refer to Table 6-15).
- Therefore, the recommended improvement of Crow Canyon Road to provide six lanes between Dougherty Road and Camino Tassajara (Mitigation Measure 6.1 on page 6-31) is corrected as follows: The project proponents should construct or contribute a pro rata share toward improving Crow Canyon Road from a four-lane to a six-lane arterial between Dougherty Road and Tassajara Ranch Road.
- 7-102 The Draft EIR text on page 6-33 incorrectly identified the number of lanes required on Tassajara Road. Mitigation Measure 6.4 of revised Chapter 6 should be revised as follows: The project proponents should construct or contribute a pro rata share toward improving Tassajara Road from a four-lane to a six-lane arterial between Dublin Boulevard and Fallon Road.
- 7-103 The traffic forecasting process permits link volumes to exceed capacities as one one primary indicator that the street system under analysis will be inadequate. A certain amount of diversion does occur to parallel facilities and is included in the travel forecasts shown in Figure 6-7 of the DEIR. Any diversion traffic that contributes to a violation in the Level of Service standard was included in the DEIR findings. The remaining increment that exceeds the facility's capacity would occur outside the peak hour and will cause the peak hour to "stretch out."
- 7-104 Refer to response to Comment 2-1.
- 7-105 The revised traffic analysis, which included the additional study intersections as noted in response to Comments 6-2 and 7-99, made the adjustments to future volume forecasts consistent with the *Technical Procedures*. Specifically, the differences between the calibrated 1990 model and the existing traffic counts at each intersection were applied to future volume forecasts so that no turning movements would be less than existing counts. The impact analysis in Chapter 6 and mitigation measures have been revised accordingly (refer to the Errata - Attachment 2). These changes do not substantially alter the traffic analysis in the Draft EIR.
- 7-106 The LOS analysis for the I-680 northbound off-ramp intersection at Diablo Road in the Draft EIR was incorrect as noted. It was corrected in revised Chapter 6

and Appendix D in the Errata. These changes do not substantially alter the traffic analysis in the Draft EIR.

7-107 The revised traffic analysis for Camino Tassajara and Diablo Roads shows that the project impacts will not be significant at this location. A correction was made to the model network to change the Camino Tassajara links between Sycamore Valley Boulevard and Diablo Road to be two lanes rather than four lanes (which were previously used). This change altered the forecasted travel patterns in this area and lessened the project impact. A no-project mitigation was identified for this intersection to widen the eastbound Diablo Road approach to provide a separate right-turn lane. This information is reflected in revised Chapter 6 in the Errata - Attachment 2.

7-108 The stated maximum of 800 left turns in the TJKM report is a guideline for dual left-turn lanes, but not necessarily an absolute limit. There are at least three intersections in the Tri-Valley region that have left-turn volumes greater than 800 in the peak hour that operate satisfactorily for that movement and have an adequate LOS for the intersection overall. The intersection of Dublin Boulevard at San Ramon Road was observed to have 1,003 left turns from westbound Dublin Boulevard to southbound San Ramon Road. This movement always clears in one to two cycles in the peak hour, and the overall condition is LOS D. The Dougherty Road/Dublin Boulevard intersection also has a high left-turn volume (900 vehicles) from northbound Dougherty Road to westbound Dublin Boulevard in the p.m. peak hour with an overall LOS D.

The Sunset Drive intersection with Bollinger Canyon Road currently carries extremely high (1,721) left turns in the a.m. peak hour from eastbound Bollinger Canyon Road to northbound Sunset Drive. This left turn is the highest volume movement, primarily because the opposing westbound through movement on Bollinger Canyon Road is far below its capacity. The overall intersection condition is LOS C. As inferred by the comment, the two key issues in accommodating high left-turn demands are provision of a high proportion of traffic signal green time to clear the queue and provision of an adequate vehicle storage area so that the queue does not obstruct upstream intersections. The revised traffic forecasts show a significantly lower left-turn demand at the Bollinger Canyon Road/Sunset Drive intersection for 2010 primarily due to the reduction in growth for Tassajara Valley, which was made to improve consistency with the 2010 demographic forecasts prepared by the Tri-Valley Transportation Council.

7-109 The recommendation for a third left-turn lane from westbound Camino Tassajara to southbound Crow Canyon Road has been deleted. The existing two left-turn lanes were found to be adequate. Refer to Table 6-12 (attached) of revised Chapter 6 (see Errata).

7-110 A traffic analysis based on the suggested demographic assumptions is speculative and inconsistent with the demographic assumption prepared by the Tri Valley Transportation Council and with the methodology recommended in the CCTA's

Technical Procedures manual. As shown in the response to Comment 6-13, Dougherty Valley will generate 109,300 daily trips with 86,200 trips offsite. Approximately 21,500 work trips will be generated offsite. According to the revised trip distribution (Table 6-5 of revised Chapter 6), about 50% of Dougherty Valley residents will find employment locally at Bishop Ranch (15%), North Pleasanton (10%), or other Tri-Valley employment areas (15%) that do not require freeway travel. Approximately 50% of Dougherty Valley residents, or 10,750 daily trips, will be using the freeways to reach other employment destinations. Dougherty Valley has access to the I-580 and I-680 freeways via seven local interchanges for an average of about 1,500 daily work trips at each location.

When comparing the with-project versus no-project freeway projections, it is important to understand that subtracting the volumes shows the net difference and not the number of work trips on the freeway related to the project. Offsetting factors tend to reduce the calculated volume differences. The no-project scenarios assume that Dougherty Valley will not be developed; however, the local jobs that could have been filled by Dougherty Valley residents would then be filled by others from within and outside the valley. Specifically, the with-project scenarios forecast 10,750 Tri-Valley daily work trips that will be made without access to the freeway, whereas, for the no-project scenarios, these same 10,750 trips to local employment destinations will have to be made by others, with many of these originating from outside the valley. Refer to revised Chapter 6 (see Errata - Attachment 2).

- 7-111 Refer to response to Comment 7-110.
- 7-112 Refer to response to Comment 7-110.
- 7-113 Refer to response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, and 7-17.



CITY OF DUBLIN

"Celebrating 10 Years Of Cityhood 1985-1995"

PO Box 2340, Dublin, California 94568

City Offices, 100 Civic Plaza, Dublin, California 94568

July 16, 1992

Mr. James W. Cutler
Assistant Director
Comprehensive Planning
651 Pine Street
Martinez, California 94553-0095

SUBJECT: Comments on Dougherty Valley Draft Environmental Impact Report.

Dear Mr. Cutler:

Thank you for the opportunity to comment on the Draft EIR. The proposed Specific Plan is located immediately north of the City of Dublin and will have impacts on Dublin. Of prime importance to Dublin would be the impacts of traffic passing through our City to Dougherty Valley along Dougherty Road, Tassajara Road and Fallon Road. Analysis of the DEIR has indicated that significant deficiencies in the document exist with regard to the introduction; project description; land use; public services and utilities; circulation, and housing population and employment and should be corrected in the EIR.

INTRODUCTION

Page 1-9, first paragraph. The first sentence of this paragraph states that Section 15182 of the State CEQA guidelines provides that no subsequent environmental review would be necessary for development of the project if it is in conformity with the specific plan. This section states that only residential projects may take advantage of this provision. The word "residential" should be added.

PROJECT DESCRIPTION

Page 3-5, third paragraph. The last sentence should be changed to read "To the southwest are developing residential subdivisions in the City of Dublin and to the southeast is the site of the future Eastern Dublin Specific Plan".

LAND USE

Page 4-5, fifth paragraph. The area on either side of Alamo Creek has been subdivided completely.

Page 4-15, third paragraph. Mention should be made that the LAVPUGP is being revised and will be known as the East County Area Plan. The plan revision is a joint effort of the County of Alameda

and the cities of Dublin, Livermore and Pleasanton and will address land use issues of regional importance.

Page 4-16, fifth paragraph. This paragraph should state "West of Dougherty Road and the Southern Pacific Railroad Right-of Way, the land uses vary from residential to business park, commercial and industrial. From east to west, from the abandoned Southern Pacific Railroad ROW the land uses are as follows: Business Park/Industrial: Outdoor Storage, Retail/Office and Automotive, Business Park/Industrial, Single Family Residential (6.1-14.0 du/na), Retail Office, Retail Office and Automotive, Retail/Office, Medium High Residential (14.1-25.0 du/na) and Single Family Residential (6.1-14.0 du/na)."

Page 4-16, sixth paragraph. The 159 acre figure for land suitable for development should be changed to 21 acres of residential, 16 acres of commercial and 23 acres of industrial. The 79 acre site just east of the Dougherty Hills area has already been completely subdivided.

PUBLIC SERVICES AND UTILITIES

Page 5-1, second paragraph. Mention is made that Dougherty Valley lies outside the service area of DSRSD for sewage service. For DSRSD to be considered as a sewage provider, the project would have to be annexed to that district. Annexation of the project into DSRSD for sewage service would depend on the implementation of "Alternative North 3" including the installation and/or upgrading of extensive facilities. More importantly, annexation of the project into DSRSD should not occur until proposed developments in the DSRSD service area are assured adequate sewage capacity.

Page 5-8, second paragraph and page 5-40, Mitigation Measure 5.5. The EIR identifies DSRSD as a potential source of water for Dougherty Valley. At the present time the Alameda County Water Conservation and Flood Control District No. 7 (Zone 7) does not allow the sale of water outside of its boundaries by retailers like DSRSD. The Dougherty Valley lies outside of the Zone 7 service area. DSRSD could request Zone 7 to allow the sale of water outside of its service area, but the chances of Zone 7 agreeing to do so are slim based on the positions of the Zone 7 board members. DSRSD should not be considered a source of water for Dougherty Valley until proposed developments lying within the existing DSRSD and Zone 7 service areas are assured an adequate supply of water. If East Bay Municipal Utilities District will not allow annexation and DSRSD is an unlikely service provider, the EIR should analyze the alternative sources of water service from other agencies.

CIRCULATION

Figure 6-2. The volumes shown are incorrect. Village Parkway should be 16,700, Dougherty Road north of Amador Valley should be 5,300, Dublin Boulevard east of Village Parkway should be 24,000 and Dougherty Road south of Dublin Boulevard should be 44,200. See TJKM volumes of 1991.

Figure 6-3. The portion of San Ramon Road south of Alcosta should be 23,600 as shown on Figure 6-2.

Page 6-6, first paragraph. Fallon Road will be relied upon by residents of the project and should be included in the Local Roadway Network analysis.

Page 6-6, third paragraph. Dougherty road has an ADT of 44,200, not 38,700.

Page 6-10, first paragraph. The sentence beginning with Access to I-580.... should be continued to say "Hacienda Drive, Tassajara Road, Fallon Road and North Canyons Parkway in Livermore."

Page 6-10, third paragraph. The I-580/I-680 interchange should be analyzed in the unsignalized intersection analysis.

Figure 6-5. The title should read "Planned Roadway Improvements by 2010". The I-580/I-680 future improvements are not completely funded and may not begin in 1994.

Table 6-3. The data in the table for Dublin should be changed as follows:

	1990		2010		CUMULATIVE	
	No. HH.	No. Empl.	No. HH.	No. Empl.	No. HH.	No. Empl.
Dublin	6,135	9,000	8,361	9,400	8,361	9,400
E. Dublin	9	0	11,917	36,786	17,551	39,696
W. Dublin	5	0	2,861	118	3,092	118

Table 6-5. This table states that only 13% of the project traffic will pass through Dublin. The table also states that 3% will go to Livermore, 8% to Pleasanton and 3% Outside the Bay Area. The vast majority of the non-Dublin trips will pass through Dublin due to the avoidance of back-tracking, avoidance of the I-580/I-680 interchange and the attractiveness of fast and direct routes through East Dublin. Dublin Staff estimates that 20-25% of the project traffic of 168,810 ADT or 33,762 to 42,203 ADT, the equivalent of a six lane arterial, will pass through Dublin's roadways. This level of impact should be acknowledged in the EIR and appropriate mitigations made by the project proponents.

Table 6-6. The Design ADT's for a Four-lane divided arterial and a four-lane undivided arterial should be 31,000 and 27,000 respectively.

Page 6-26, paragraph 3. The EIR assumes that major road improvements shown on the Dublin General Plan will be completed when Dougherty Valley needs them. This assumption is risky because to date none of them have been funded and improvements by developers are subject to market limitations. Likewise, improvements to the I-580/I-680 interchange are not assured due to only partial funding in the

short term and no funding for long term improvements including off-ramps to downtown Dublin.

Page 6-27, paragraph 4. A statement is made that demand for a ten lane facility will exist. What portion of that demand will come from the project and how will that be mitigated? This should be addressed in the EIR.

Figure 6-7. An analysis of the ADT's shown in this Figure indicates a total "External Project Traffic" in 2010 of 72,000 and 70,900 at buildout. Why does the external traffic decline at buildout? If 30% the total ADT of 168,810 shown in Table 6-4 is subtracted from the total ADT, 118,167 ADT will impact areas outside of the project. These two numbers differ drastically. It would seem that the ADT's given in the figure are very low. Please address this in the EIR.

ADT's were not provided in this figure for Old Ranch Road, Tassajara Road or Fallon Road east of Tassajara Road and north of I-580.

Windemere Parkway is shown with ADT's of 11,700 and 13,900 southbound on Tassajara for 2010 and buildout with project. However, the intersection of Tassajara and I-580 shows only an impact of 1,000 ADT and 3,200 ADT with project in 2010 and buildout. It is unreasonable to expect that 10,700 ADT in 2010 and 10,700 ADT at buildout would be absorbed in Eastern Dublin. This should be addressed in the EIR.

Table 6-13. The Dougherty Road intersection with Dublin Boulevard is shown as going from an existing LOS of D to an LOS of B with your project. The Dougherty Road intersection with I-580 westbound off-ramp is shown as going from an existing LOS of B to an LOS of A with your project. Please explain how an increase in traffic can lead to an improvement in LOS. In two instances a V/C ratio of .90 is shown as LOS D when it should be LOS E.

Page 6-48, Mitigation Measure 6.4d. The I-680 northbound off-ramp should be changed to on-ramp.

Page 6-55, paragraph 1. A drop in LOS from acceptable (D) to unacceptable (E) and unmitigable for the Dougherty Road/Dublin boulevard intersection has impacts which are significant and unavoidable. Staff questions whether this impact is unavoidable given the possibility of modifying the project or providing alternate access to I-580 such as Fallon Road. If a change in LOS should occur, other than the possibility of mitigation via the Alameda County Congestion Management Program, what can be done to address this impact?

HOUSING, POPULATION AND EMPLOYMENT

Table 14-1. The number of employed residents in Dublin in 1990 was 11,321 and the number of jobs was 9,000.

Page 14-14, fourth paragraph. It is stated that implementing the project would result in the addition of about 29,000 people and 2,500 new jobs. This would result in a job to employed residents ratio of 2,500/17,600 (see next comment) or .14. This ratio is far from ideal from Dublin's viewpoint. Although the EIR states that 50% of the trips generated by the project will begin and end within the project and the City of San Ramon, that seems quite unlikely to occur given the .14 ratio. It is very likely that, due to the relative absence of jobs in Dougherty Valley, a sizeable number of project residents would commute through Dublin to jobs elsewhere. This impact to Dublin would be significant and not mitigable and should be addressed in the EIR. Consideration should be given to changing the project to achieve a jobs to employed residents ratio similar to that proposed to be in effect in 2005 in the Tri-Valley area (.99). This would help minimize circulation impacts to the City of Dublin.

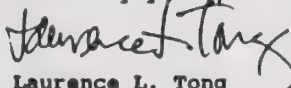
29

Page 14-16, paragraph 3. If 11,000 dwelling units will be built with an average yield of 1.6 employed residents per unit, the total employed residents should be approximately 17,600 not 6,010.

30

If you have any questions regarding these comments, please contact Dennis Carrington, Senior Planner; Mehran Sepehri, Senior Civil Engineer, or me.

Sincerely yours,



Laurence L. Tong
Planning Director

LLT/DHC

cc: Planning Commission members
Richard Ambrose, City Manager
Mehran Sepehri, Senior Civil Engineer
Brenda Gillarde, Planning Consultant
Dennis Carrington, Senior Planner
Adolph Martinelli, Alameda County Planning Director
Robert Beebe, General Manager, DSRSD

/DVDEIRCO

- 8-1 The Draft EIR addresses impacts of future growth on Dougherty Road, Hopyard Road, Dublin Boulevard, Tassajara Road, and Santa Rita Road. This analysis was expanded to include Fallon Road. The findings for Fallon Road appear in revised Chapter 6 (Volume 1 of Errata) and Appendix D (Volume 2 of Errata).
- 8-2 The County has determined that subsequent environmental review may be necessary because this is a tiered environmental document. No change to the Draft EIR is required.
- 8-3 The EIR is amended to include this information as noted in the comment letter and shown in the Errata.
- 8-4 The EIR is amended to include this information as noted in the comment letter and shown in the Errata.
- 8-5 The EIR is amended to include this information as noted in the comment letter and shown in the Errata.
- 8-6 The corrections noted by the commenter are included in the Errata.
- 8-7 The EIR is amended to include this information as noted in the comment letter and shown in the Errata.
- 8-8 Comment noted.
- 8-9 Refer to response to Comment 18-2.
- 8-10 The daily traffic volumes shown in Figure 6-2 in revised Chapter 6 (see Errata), generally represent 1990 traffic conditions. In a few locations, 1991 volumes were used where counts from the previous year were not available. All counts in Dublin reflect 1990 conditions. Figure 6-2 has been revised to include the 5,300 ADT on Dougherty Road north of Amador Valley Boulevard.
- 8-11 Refer to response to Comment 8-10.
- 8-12 Refer to response to Comment 8-1.
- 8-13 The 1990 Dougherty Road volume between Dublin Boulevard and I-580 is 40,800, as shown in Figure 6-2. The text on page 6-6 has been revised accordingly.
- 8-14 Comment noted and text revised accordingly.
- 8-15 The appropriate traffic analysis for the I-580/I-680 interchange would be to examine the merge/diverge movements at the major ramp junctions as described in the *1985 Highway Capacity Manual*. It is not appropriate to consider the traffic activity at a freeway interchange as an unsignalized intersection.

The results of the freeway mainline peak-hour analysis indicate that severe congestion will occur on I-580 to the east and I-680 to the north of this regional interchange. Because the approaches to this junction will exceed the design capacity, the operations at the interchange itself will be very poor.

- 8-16 The local funding for the planned I-580/I-680 improvements has yet to be finalized, although the federal, state, and Measure B commitments have been approved. The total estimated cost is \$97.4 million for all improvements, including the flyover ramp, soundwalls, southbound Dougherty Road overpass improvements, and widening of I-580 near the BART station. The local match is \$10.0 million. The now-completed widening of the westbound I-580 to northbound I-680 ramp was included in this package; construction started in 1989. Construction of the freeway connector is scheduled to start in 1996. The current scheduled completion date for all improvements is November 1998, which is consistent with the planned roadway improvement assumptions.
- 8-17 The Draft EIR used the most recent housing and employment forecasts available from the CCTA, dated February 3, 1992, which was prepared for the Tri-Valley Transportation Plan. This data was superseded by more recent CCTA housing and employment forecasts, dated June 5, 1992, which have been incorporated into the revised Chapter 6 and revised Appendix D in the Errata. A comparative summary is shown below based on the available jurisdiction totals from the June 5 forecasts.

Comparative Land Use Summary
Dublin, East Dublin and West Dublin Areas
CCTA LUIS versus City of Dublin

Date Source	1990		2010		Cumulative	
	Households	Employees	Households	Employees	Households	Employees
LUIS	7,027	13,197	19,392	24,611	29,161	52,873
Dublin	6,149	9,000	23,139	46,186	29,004	49,214
Delta	878	4,197	-3,747	-21,575	157	3,659

Although the overall LUIS forecasts for the cumulative case appear to be similar to the Dublin totals, the rate of growth by 2010 in employment is much lower in the LUIS.

- 8-18 Refer to response to Comments 7-110 and 8-17.
- 8-19 Comment noted. The daily design capacity for the four-lane undivided arterial was corrected to be 24,000 ADT, with a maximum capacity of 30,000 ADT.
- 8-20 Dougherty Road is constructed as a four-lane divided arterial between Dublin Boulevard and Wildwood Road. Although the Dublin General Plan assumes improvement to a six-lane section up to the County line, the recommended

project mitigation for Dougherty Road includes a pro rata share of the widening improvement. Refer to Chapter A, "Introduction", in this document and response to Comment 5-89.

The planned hook ramps from I-680 are not included in the planned I-580/I-680 improvement led by the Measure B program (see response to Comment 8-16). The traffic analysis has assumed that these hook ramps will be in place by 2010. Because the planned freeway connector will limit access via the Dougherty Road interchange, negotiations are being held between the City of Dublin and Alameda County Transportation Authority to amend the I-580/I-680 improvements to add the hook ramps. No funding has been identified for the hook ramps. The planned highway improvements for 2000 and 2010 in the Draft EIR were consistent with the most recent assumptions available for the Tri-Valley Transportation Plan, as required by the CCTA Technical Procedures manual.

8-21 The statement on page 6-27 refers to the findings from the Caltrans Route Concept Report that estimates future travel demands will require a 10-lane facility. These findings were confirmed by the Dougherty Valley traffic analysis, which showed LOS F in the peak direction for 2000, 2010, and cumulative scenarios. Dougherty Valley project peak-hour traffic represents about 1-2% of the total future volumes on I-580 and 8% of the traffic growth (future year volumes minus 1990 volumes).

8-22 The project generation was incorrectly shown in the Draft EIR as 168,810 trips. The number of trips for employment uses was inadvertently counted in Table 6-4 of revised Chapter 6 (Errata - Attachment 2). The correct total for the project is 109,300 daily trips and 86,200 trips offsite (79% of the total).

Figure 6-7 has been revised based on the new traffic forecasts; however, the essence of the comment applies equally to both the old and new forecasts. In several locations in the study area, daily volumes were found to decrease between 2010 and buildout. The reason for the decrease ties directly to the assumed growth in Tri-Valley employment. Between 2010 and buildout, approximately 100,000 additional employees are forecasted for the Tri-Valley area. According to ABAG, the increase in housing during that period is only 20,000, or roughly 32,800 employed residents (1.64 per household). As a result, the ratio of jobs to housing will shift dramatically from its current, or even the 2010, situation. The 1990 jobs/housing ratio of 1.41 jobs per household is projected to be 1.45 in 2010, but it will increase to 1.85 *if all of the employment capacity* identified in the buildout scenario is realized.

The current work trip travel pattern surveys conducted by San Ramon, Danville (see Comment 6-111), and Pleasanton shows that 60-75% of the residents must use the freeway to reach their employment site, whether it be in or out of the valley. As noted above, the percentage of local employment opportunities will increase by 30% at buildout compared to today's ratio. As Tri-Valley employment increases at a higher rate than new residents, the current work

travel patterns will change. The 2010 daily work trip distribution for Dougherty Valley will change as shown in the following table at buildout. Refer to revised Chapter 6 (see Errata). See also response to Comment 2-1.

Work Trip Distribution from Project

Destination	2010 (%)	Cumulative (%)
Dougherty Valley	7	7
Bishop Ranch	15	14
San Ramon	6	5
Danville	4	3
Livermore	4	10
Pleasanton	10	10
Dublin	<u>9</u>	<u>21</u>
Tri-Valley Subtotal	55	70
Other Alameda County	14	9
Other Contra Costa	16	10
County	14	10
Other Bay Area	1	1
Outside Bay Area		
Total	100	100

- 8-23 The daily volume projections for Fallon Road have been included in Figure 6-7 of revised Chapter 6 (see Errata).
- 8-24 The revised traffic projections show ADT volumes on Windemere Parkway with the Dougherty Valley project as 15,900 in 2010 and 25,900 at buildout. Tassajara Road north of I-580 shows differences with and without the project in 2010 as 7,600 and at buildout as 13,100. In both cases, about half of the project ADT on this route is absorbed in East Dublin. This is reasonable because it also represents about half of the total trips to and from greater Dublin. According to the 2010 project trip distribution, 12% of the total daily trips, or 14,000 ADT, will be made to and from Dublin and East Dublin. The noted difference of 7,600 ADT is about half of the total 14,000 ADT to Dublin. Refer to revised Chapter 6 (see Errata).
- 8-25 The revised traffic analysis included adjustments to account for the differences between the 1990 model forecasts and existing traffic counts. These adjustments, coupled with the updated land use forecasts (see response to Comment 8-17), changed the findings for Dougherty Road/Dublin Boulevard and Dougherty Road/I-580 westbound off-ramp to be more consistent with the issue raised in the comment. For example, the project traffic in 2010 will degrade Dougherty Road/Dublin Boulevard from LOS E to LOS F in the p.m. peak-hour with currently planned improvements. Additional measures will be needed at this

intersection to provide better peak-hour service (also see response to Comment 8-27). Refer to revised Chapter 6 for more details (see Errata).

- 8-26 Comment noted. According to the previous traffic analysis, this mitigation was necessary, and the error cited in the comment was appropriate. However, revised Chapter 6 has shown that this mitigation measure is no longer needed (see Errata).
- 8-27 There will be a significant impact with project traffic added at Dougherty Road/Dublin Boulevard in the 2010 and cumulative scenarios. Mitigation measures are identified that will provide peak-hour LOS E conditions; however, no further street widening improvements are feasible beyond the mitigation measures at this location. To further reduce the significance of the impact, capacity enhancements would be needed for the region's transit, arterial, or freeway system, or land use plans revised to become consistent with the capacity of arterials and freeways. The Draft EIR addressed these impacts in Mitigation Measure 6.3. (renumbered as Mitigation Measure 6.5 in revised Chapter 6). Accommodation of specific arterial improvements to Fallon Road have been clarified in revised Chapter 6 (see Errata, Attachment 2). The reduction of the project size to reduce this impact is addressed in Chapter 16, "Alternatives", of the Draft EIR.
- 8-28 The number of employed residents in Dublin was changed to reflect data from the City of Dublin. Refer to the Errata in the Final EIR.
- 8-29 Refer to response to Comment 8-30. The EIR discusses potential circulation impacts in the City of Dublin. Refer to the "Circulation" section and Appendix D in the Errata for all transportation-related impacts. No change to the Draft EIR is required.
- 8-30 The commenter correctly notes the total number of employed residents should be approximately 17,600, not 6,010. This will also reduce the jobs-to-employed-resident ratio to .14. Refer to the Errata in the Final EIR.



CITY OF DUBLIN

"Celebrating 10 Years Of Cityhood 1982-1992"

P.O. Box 2340, Dublin, California 94568

City Offices, 100 Civic Plaza, Dublin, California 94568

August 4, 1992

Mr. James W. Cutler
 Assistant Director, Comprehensive Planning
 COUNTY OF CONTRA COSTA
 651 Pine Street
 Martinez CA 94553-0095

SUBJECT: Addendum to City of Dublin Comments Dated
 July 8, 1992 Regarding Dougherty Valley Draft EIR

Dear Mr. Cutler:

Upon further review, City of Dublin Staff has prepared additional comments on the Dougherty Valley Draft EIR.

Table 6-6 Typical Roadway Capacities

Page 6-22. This table needs to be revised. The ADT for four-lane divided arterials and four-lane undivided arterials is too high. The Design ADT should be 31,000 and 27,000 respectively.

Intersection and Interchange Analysis

The following intersections should be analyzed due to the impact of the project on these intersections:

1. Dublin Boulevard/Airport Road
2. Dublin Boulevard/Fallon Road
3. Dublin Boulevard/Tassajara Road
4. Dublin Boulevard/Hacienda Drive
5. Dublin Boulevard/San Ramon Road
6. Fallon Road/Tassajara Road
7. Dougherty Road/Amador Valley Blvd.
8. Dougherty Road/Southern Pacific R/W Connector
9. Dublin Boulevard/Southern Pacific R/W Connector
10. Hacienda Drive/I-580
11. I-580/I-680 and Hook Ramp

If you have any questions, please feel free to call Mehran Sepahri, Senior Civil Engineer, at (510) 833-6630.

Sincerely,

Lee S. Thompson
 Lee S. Thompson
 Public Works Director

LST/gr

a:(9293)\august\4cutler

Administration (510) 833-0880 • City Council (510) 833-0905 • Finance (510) 833-0840 • Building Inspection (510) 833-0820
 Code Enforcement (510) 833-0820 • Engineering (510) 833-0830 • Planning (510) 833-0810
 Police (510) 833-0870 • Public Works (510) 833-0630 • Recreation (510) 833-0645

- 9-1 Refer to response to Comment 8-19.
- 9-2 All of the requested study locations were added to the revised analysis (refer to Chapter 6 - Attachment 2 of the Errata).

Contra
Costa
County



CONTRA COSTA

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COMMUNITY
DEVELOPMENT DEPT

Health Services Department

ENVIRONMENTAL HEALTH DIVISION

East/Central Office

1111 Ward Street

Martinez, California 94553-1352

(510) 846-2521

orig. to JGD

Contra
Costa
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Health Services Department

ENVIRONMENTAL HEALTH DIVISION

East/Central Office

1111 Ward Street

Martinez, California 94553-1352

(510) 846-2521

CONTRA COSTA

92 JUN 25 PM 1:24

COMMUNITY
DEVELOPMENT DEPT

DATE: June 22, 1992

TO: Community Development Department, 651 Pine Street, 4th Floor, Martinez

FROM: Joseph G. Doser, Jr., Senior Environmental Health Specialist

SUBJECT: Draft Dougherty Valley General Plan Amendment and Draft Dougherty Valley Specific Plan

The Environmental Health Division has completed its review of the above referenced documents. The Division's comments are as follows:

1. The projected buildout population of 29,000 will increase the staffing needs of the Division in order to adequately serve the increased people and businesses. This will include complaint responses and routine surveillance of food facilities, public pools, etc.
2. The increased population in the southern portion of the County may include the pressure for the creation of a "southern" branch office of the Division which would require significant start-up and operating costs. This may be required in order to off-set the expense and inefficiency of utilizing staff from the Martinez office which requires allowing for travel to and from South County (approximately 45-90 minutes each way).
3. EBMUD has assured adequate water supply for the project, but in other areas of the County served by EBMUD, property owners faced with water use restrictions, have been forced to drill private wells to augment their domestic water supply. It is recommended that a wellhead protection program be implemented for this project.
4. An inventory and documentation of locations of all existing wells, springs, and septic systems on the subject properties should be conducted.
5. Comments on solid waste are included in the attached memo dated May 22, 1992.

JGD:me

18 Dougherty

attachment

DATE: May 22, 1992

TO: Harvey E. Bragdon,
Director of Community Development

FROM: Charles Nicholson, R.E.H.S., Supervising Environmental Health Specialist
Environmental Health Division/Solid Waste Program

SUBJECT: Draft Dougherty Valley General Plan Amendment
Draft Dougherty Valley Specific Plan
Draft Environmental Impact Report on the
Dougherty Valley General Plan Amendment,
Specific Plan and Related Projects.

We are pleased to comment on the "Draft" documents referenced above in our capacity as the Local Enforcement Agency (LEA) for Contra Costa County.

The plans do not elaborate on disposal or recycling plans for solid waste produced during site clearing, demolition or construction phases of the project. We recommend inclusion of a resource recovery and recycling element that would plan for the beneficial use of solid waste which might otherwise be landfilled.

CN:bm

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- 10-1 Comment noted. The population would create a need for both full-time and a three-quarter-time environmental health specialists and a part-time support clerk. Because the offices are fee supported, these positions and new facilities could be paid for by the County. No change to the Draft EIR is required.
- 10-2 Comment noted. Refer to response to Comment 10-1.
- 10-3 Comment noted. Neither EBMUD nor DSRSD can be assured of an adequate supply of water for the project. This impact is significant and unavoidable. Any programs to be conducted in association with the development of other water sources, such as groundwater, are therefore too speculative to be considered in the EIR. Refer to response to Comment 18-2.
- 10-4 Comment noted. Such an inventory of all existing wells, springs, and septic systems would be conducted prior to approval of final development plans. Refer to response to Comment 10-3.
- 10-5 The Draft EIR includes provisions for a resource recovery and recycling program. Please refer to the "Solid Waste Reduction Programs" section on page 5-10 of the Final EIR. The Draft EIR is hereby amended to address solid waste produced during project construction. Please refer to the Errata in the Final EIR.

County Library

1780 Oak Park Boulevard
Pleasant Hill, California 94523-4487
(415) 646-6423
FAX (415) 646-6481

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Anna Marie Gold
County Librarian
Anne Henley Cain
Assistant County Librarian

FACSIMILE COVER SHEET

DATE: 8/3/92NUMBER OF PAGES, INCLUDING THIS COVER SHEET: 3 PAGESTO: James Cutler
Comm. Dev. Dept.TO FAX NUMBER: 6-1309FROM: Anna Marie Gold
County Lib.

FROM FAX NUMBER: (510) 646-6461

FOR VOICE CONTACT CALL: (510) 646-6423

COMMENTS:

County Library

1780 Oak Park Boulevard
Pleasant Hill, California 94523-4487
(415) 646-6423
FAX (415) 646-6481

Contra
Costa
County



Anna Marie Gold
County Librarian
Anne Henley Cain
Assistant County Librarian

August 3, 1992

Mr. James W. Cutler
Community Development Department
652 Pine Street, 4th Floor-North Wing
Martinez, CA 94553-0095

Re: Draft Environmental Impact Report - Dougherty Valley General Plan Amendment,
Specific Plan and Related Actions; County File #2-91-SR

Dear Mr. Cutler:

I am responding to the Draft Environmental Impact Report on the Dougherty Valley and specifically to the lack of impact statements or mitigation measures related to public library service.

In the Project Description in Table 3-2 there is inclusion of a library in the public use square footage estimates of 60,000 square feet, along with a community center, senior center and fire station. In addition Table 3-5 includes less than 1 gross square acre for a library under the Civic facilities section. In this table the civic facilities are the same as those noted in Table 3-2 with the addition of a police substation. The total gross square footage for the five civic facilities in this table is estimated at 3-5 gross acres. This compares to the 60,000 square feet in Table 3-2 plus the additional 4,500 square feet needed for a police substation (p. 5-48) for a total of 64,500 square feet of civic facilities on 3-5 gross acres. There is no source noted for the library information and the County Library was not contacted to provide impact information for the EIR. Chapter 5, Public Services and Utilities, includes impact statements for public facilities such as police and fire services, but not for library services, although this is also a public service that the county is responsible for providing within the project area.

There will be a significant impact on the need for public library services if the project comes to fruition. The addition of 29,000 residents to the service area population for the County Library, many of whom are school-aged, will result in the need for an additional library facility within the project area.

Currently the San Ramon Valley is served by two County Library branches - the 7,100 square foot Danville branch and the 18,000 square foot San Ramon branch for a total of 25,100 square feet of library space. The Town of Danville is currently planning a new branch library facility of approximately 18,000 square feet. The two branches serve a current service area population of 85,913, or .29 square foot per capita of library space. If the anticipated new Danville facility, instead of the current facility, is used to calculate square footage per capita the result would be .42 square foot per capita. While there is no countywide adopted standard for library square

Mr. James W. Cutler
August 3, 1992
Page 2

footage per capita, a reasonable standard utilized within the state and nationally is .50 square foot per capita. Since the current library square footage for the San Ramon Valley falls below this standard, the current facilities have to be considered at 100% of capacity.

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With the addition of 29,000 residents to the service area, and utilizing a square foot per capita standard of between .29 and .50, a branch facility of between 8,400 to 14,500 square feet would need to be constructed. The higher square footage of 14,500 is recommended as it will provide a service facility for the area that will more likely meet 20 year use needs. Current state cost for library construction in Contra Costa County, exclusive of site and site preparation costs as well as fees, fixtures, equipment and books, is \$153 per square foot; therefore, the cost to construct a 14,500 square foot branch would be \$2.218 million. With the addition of costs for the site preparation, fees, fixtures, equipment and books but not including the site, the estimated project cost could be approximately \$4 to \$5 million.

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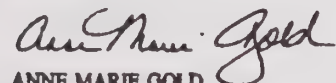
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In the mitigation measures recommended for police (5.14) and fire (5.17, 5.18) facilities, the developers are required to provide the site and construct the facilities needed for both these services. In view of the significant impact that the project will have on library services, the developer should also be required to provide the site and construct the new library facility. The expected impact of operating costs should be mitigated by an increase in the County property tax revenue sources for the library.

7

Please contact me if you have any further questions about library impact from the proposed Dougherty Valley project.

Sincerely,



ANNE MARIE GOLD
County Librarian

cc. Supervisor Robert Schroder
Judy Anderson, District III, Contra Costa County Library Commission
Roxanne Hughes, Town of Danville, Contra Costa County Library Commission
Meredith Shadrach, City of San Ramon, Contra Costa County Library Commission

cc: jw@concosta.org

- 11-1 Table 3-2 inadvertently excluded the police station from the text, but not from the total square feet for public services. Please refer to the Errata in the Final EIR, where the words "police station" were added.
- 11-2 Comments from the County librarian have been received during the public review process. Refer to response to Comment 11-3. Financing infrastructure improvements will be addressed in conditions to the preliminary development plans requiring development of appropriate mechanisms and/or programs prior to approval of final development plans.
- 11-3 The impact on library services is identified and hereby included in the EIR. Financing infrastructure improvements will be addressed in conditions to the preliminary development plans requiring development of appropriate mechanisms and/or programs prior to approval of final development plans. Please refer to response to Comment 7-17 and the Errata in the Final EIR.
- 11-4 This information is used to assess the impact on library services. Please refer to response to Comment 11-3.
- 11-5 This information is used to assess the impact on library services. Please refer to response to Comment 11-3.
- 11-6 This information is used to assess the impact on library services. Please refer to response to Comment 11-3.
- 11-7 This information is used to assess the impact on library services. Please refer to response to Comment 11-3.



CITY OF PLEASANTON

P.O. BOX 520 PLEASANTON, CALIFORNIA 94566-0802

RECEIVED
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August 3, 1992

Mr. James Cutler
Assistant Director of Comprehensive Planning
Contra Costa County
651 Pine Street, 4th Floor, North Wing
Martinez, CA 94553

FAX: 646-1309

Dear Mr. Cutler:

SUBJECT: Transportation Comments on: Draft Environmental Impact Report -
Dougherty Valley General Plan Amendment, Specific Plan, and
Related Actions - County File 2-91-SR, dated June 1992

The City of Pleasanton appreciates the opportunity to review the Contra Costa County Draft Environmental Impact Report on the Dougherty Valley Plan. We appreciate your presentations to the Tri-Valley Transportation Council to help us better understand the scope and impacts of the project.

The following comments are our concerns in relation to potential transportation impacts on the City of Pleasanton. The City of Pleasanton has a long-standing policy of requiring Pleasanton developers to construct needed transportation facilities prior to the transportation impact occurring. In this vein, new interchanges on I-580 and I-680 have been constructed and existing interchanges have been modified and widened using developer funds from property owners in the City of Pleasanton. To date we have been highly successful in continuing our development plans without the ensuing congestion experienced in other areas. Our specific concerns are that if new developments North of I-580 generate significant traffic volumes which utilize the same interchanges and there is no increased capacity to accommodate such traffic volumes, then the mitigations which have been funded by our tax dollars become nullified. We believe that recent congestion management legislation would make it mandatory that new developments be responsible for mitigating their pro-rata share of the traffic problems. The following specific comments relate to the adequacy of the Draft Environmental Impact Report (DEIR).

The trip distribution information shown in Table VI-5 indicates that 80% of the trips remain within the Tri-Valley Area with only one percent (1%) going beyond into Alameda County. We find some 26% of our residents work either in Alameda County outside of the Tri-Valley or in the South Bay Area and question whether

Mr. James Cutler
August 3, 1992
Page 2

residences located only five miles North of us would be significantly different. If the percentage driving outside of Tri-Valley increases, then what is depicted in the report as impacts on I-580 would also increase. We suggest that prior to adoption of the impact report that the distributions being used in the Tri-Valley Transportation Model be compared for consistency.

We would suggest that the method of impact analysis used by taking the year 2010 traffic volumes without the project and then adding the project and concluding that level of service on freeways improve should not be used as the sole analysis or appraisal of traffic impacts. Taking the existing conditions and adding the traffic from an approved Dougherty Valley project would also give another view point of traffic conditions.

Shown in the "Technical Appendix" for "traffic study" is an example the level of service at the freeway interchange of I-580 Eastbound off-ramp and Santa Rita Road. The year 2000 P.M. level of service deteriorates from a 0.65 "B" with "no project" to a 0.86 "D" "with the project," or the project is utilizing 18% of the intersection capacity. In Table 15, which shows the year 2010 conditions, the 'No Project' vs 'Project' shows absolutely no impact on level of service with both of them being 128% full Level of Service "F". The City of Pleasanton's projections of "Buildout Traffic" volumes for the Tassajara Road/Santa Rita Road/I-580 intersections show a Level of Service "A" for the Tassajara Road intersection in the P.M. peak at 0.34 and a Level of Service "D" at the Santa Rita Road Eastbound off with a 0.82. It would seem obvious to us that the difference between our levels of service and those shown in the County document are created by development to the North which we do not show in our Pleasanton traffic model. We would, therefore, expect that the necessary widening to accommodate such traffic volumes would be paid for by the traffic generated coming from the North and going to the North.

Traffic projections for the two significant interchanges effecting Pleasanton, (i.e., the Hopyard Road/Dougherty Road interchange with I-580, and the Santa Rita Road/Tassajara Road interchange), when reviewed against existing traffic volumes do not appear rational. We believe the model assumptions being used on distribution of trips should be further reviewed and corrected. The following examples are why we believe this:

Hopyard Road/Dougherty Road @ I-580

At the Hopyard Road/Dougherty Road interchange, in the P.M. peak period, there are currently approximately 1,000 vehicles getting off the freeway and heading North

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LETTER NO. 12

into Dublin-Dougherty, 600 Westbound to Northbound and 400 Eastbound to Northbound. In addition to this 1,000 vehicles, there are 900 coming from Pleasanton. The 2010 'With Project' projections anticipate only about 460 vehicles coming from the freeway, less than one-half the current amount and about 1,000 coming from Pleasanton, or a 100 vehicle increase. The 50% decrease in vehicles coming from the freeway does not seem reasonable and our Pleasanton projections for 2010 would show about a 300 vehicle per hour increase from Pleasanton into Dublin-Dougherty. In relation to the traffic coming from Dublin-Dougherty onto the freeway, we now have about 1,400 vehicles getting onto the freeway, about 850 Eastbound towards Livermore, and 550 westbound towards Hayward. The 2010 project projections show the eastbound towards Livermore reducing some 200 vehicles per hour while the westbound traffic would increase by 1,400 to a total of 1,900 vehicles per hour. This is beyond the current ramp capacity. No traffic is shown coming from Pleasanton going to the west wherein we currently have about 900 vehicles per hour. One would expect that with the considerable residential units being proposed, both in East Dublin and Dougherty Valley that we would find an increase in residents coming home from work eastbound on the interstate and wishing to travel North on Dougherty Road, whereas county projections show this volume decreasing.

In the A.M. peak hour, it is not clear why the difference between 'No project' and 'Project' would decrease by 700 vehicles per hour for the amount of people wanting to get on to interstate 580 and travel Westbound. Since the increase in land use would be residential units.

Tassajara/Santa Rita Road on I-580

Similar P.M. peak hour evaluation of the Tassajara Road/Santa Rita Road Interchange with I-580 indicate we currently have about 200 vehicles an hour coming off the freeway and traveling North on Tassajara Road. This has increased to about 1,500 in the 2010 projection with 1,200 of them coming Eastbound to Northbound. If this 1,500 is primarily residents returning home from work, one might expect to see similar volumes in the opposite direction in the morning. This is not the case and only about one-third or 400 of the 1,200 is observed in the morning peak coming South to West. The traffic projections show an extremely high volume of traffic coming Northbound on Santa Rita Road and continuing through to Tassajara Road with 2,200 vehicles per hour as compared with the current volume of about 200 vehicles per hour.

shown Westbound off to Pleasanton are projected to be considerably less than the current volume.

These differences need to be resolved to some satisfaction commensurate with the proposed land use. The overloading of the intersection to a level of 1.28, LOS "F" would not be acceptable. No connections are shown in the plan to the interchange which has been constructed at Hacienda.

In summary, given the major land use increases in East Dublin and the Dougherty Valley, Pleasanton would expect mitigation measures to include adding additional lanes to and from the freeway serving the land use North of I-580. If traffic volumes to Dougherty Valley show in the final EIR a major use of the capacity provided by the interstate interchanges built by Hacienda we would wish to include transportation credits for these interchanges in any future regional mitigation fees and/or have the Dougherty Valley developer reimburse City of Pleasanton and Hacienda for the bonded indebtedness portion of the structures being used.

It would also appear logical in the overall transportation system to improve the arterial access into and out of the area with better East-West arterial connections especially towards North Livermore. The existing plan would seem to overload both Dougherty and Tassajara Roads, and not provide arterial access through the area by residents living East of Dougherty Valley and working in San Ramon or Danville.

Very truly yours,

Bill van Gelder

W. G. van Gelder
Traffic Engineer

CC: Mayor Ken Mercer and Members of the Pleasanton City Council
Deborah Acosta
Joseph Elliott
Brian W. Swift
Hacienda Owners Association
Dennis Fay
Tri-Valley TAC Members

12-1 As noted in the comment, the interchanges with I-580 at Dougherty Road, Hacienda Drive and Tassajara Road were improved by North Pleasanton Improvement District funds within the past 3 years to provide future capacity for planned development south of I-580 in Pleasanton. However, traffic demands to and from the north currently are very low at the latter two interchanges, which leaves a large margin of unused capacity for future development and traffic generation on the north side of the freeway. Although the impetus of the improvements was to serve Pleasanton development, the interchanges were also significantly improved to provide service to and from the north because each of them are symmetrically designed partial-cloverleaf layouts.

The ramp junctions at each of these interchanges for various future development scenarios were evaluated in the traffic analysis, and it was found that the current interchange capacity is adequate to provide acceptable peak-hour service, except at the Tassajara Road interchange. Mitigation measures will be needed to upgrade the northbound overpass to I-580 at Tassajara Road to have three lanes, one more than currently exists.

12-2 Refer to response to Comments 7-110 and 8-22 regarding work trip distribution from Dougherty Valley.

The TVM was still under development during the Draft EIR preparation and review period (which ended August 4, 1992). However, the trip distribution process from the TVM was reviewed because extensive efforts had been made to match the 1990 MTC countywide trip distribution totals and a key part of the TVM was integrated into the revised traffic model forecasts for the Dougherty Valley. The revised forecasts included the TVM's external trip tables, which account for work trips imported to the Tri-Valley via the Altamont Pass that forces more local employed residents to find employment elsewhere in the Bay Area. This adjustment significantly affected the mainline freeway volumes on both I-580 and I-680. The I-580 volumes were higher than previously reported, and the I-680 volumes were lower.

12-3 The freeway impact analysis methodology used in the Draft EIR is consistent with standard planning practice. The critical issue in assessing traffic impacts is to identify the increment of change associated with the project. Because project buildout is expected in 2010, it is reasonable to compare the with- and without-project traffic conditions to conclude the net effect of the project traffic impacts. It would be arbitrary to evaluate the increment of change for such a large-scale development assuming the project was completed today without any other regional development.

12-4 Forecasted traffic impacts at the Tassajara Road interchange with I-580 are primarily related to future development in East Dublin and Dougherty Valley. The greatest volume changes at the interchange are related to traffic movements to and from the north, which is reasonable because the 2010 scenario with project envisions over 20,000 new homes and 10,000 employees north of I-580 in this area. Recommended mitigation measures at this interchange are focused

on enhancing the capacity for traffic movements to and from the north so that adequate peak-hour service can be maintained.

- 12-5 The revised traffic forecasts were adjusted for the differences between 1990 model forecasts versus 1990 traffic counts. Refer to response to Comment 7-105.
- 12-6 Refer to response to Comment 12-5.
- 12-7 Refer to response to Comment 12-5.
- 12-8 The revised recommended mitigation measures provide for additional roadway capacity to and from the north via Dougherty Road and Tassajara Road. First, at Dougherty Road, it is recommended that the southbound approach to Dublin Boulevard/Dougherty Road be widened to accommodate a fourth through lane and that the southbound side of Dougherty Road between Dublin Boulevard and the freeway be widened to provide one exclusive lane to westbound I-580 and three lanes to the improved I-580 overpass. Second, Tassajara Road is recommended to be improved to six lanes between Fallon Road and Dublin Boulevard, then eight lanes up to the freeway. Also, the northbound Tassajara Road overpass to I-580 needs to be replaced with a new structure that provides three through lanes and is high enough to accommodate a future BART undercrossing. The Specific Plan also does not preclude the potential arterial extension north of the Hacienda Drive interchange to East Branch Road if recommended by the Tri-Valley Transportation Plan.
- 12-9 The traffic study identifies recommended street system improvements that will be required in addition to existing or planned improvements to support the proposed and planned development for 2010 and cumulative scenarios. While several of the recommended mitigation measures require a pro rata share for planned improvements and full funding of any additional improvements, no mitigation measures attempt to provide credits for existing infrastructure. A portion of the total development north of I-580 was originally accounted for in sizing the North Pleasanton interchanges. For new trips using capacity provided by the North Pleasanton Improvement District (NPID), Contra Costa County could consider a condition of improvement that either reimburses NPID for past improvements or requires Dougherty Valley developers to participate in improvements that provided increased regional highway capacity. Any consideration of cooperative funding for regional transportation improvements should occur as part of development of the Tri-Valley Transportation Plan as recommended in the Draft EIR.
- 12-10 Refer to response to Comment 8-27.

ALAMEDA COUNTY PLANNING DEPARTMENT

• Development Planning • Housing & Community Development • Policy Planning & Research • Zoning Administration & Enforcement

399 Elmhurst Street, Hayward, CA 94544 (510) 670-3400 FAX (510) 783-8793

August 4, 1992

Mr. James Cutler
Assistant Director - Comprehensive Planning
651 Pine Street
Martinez, CA 94553

Re: Dougherty Valley Draft Environmental Impact Report

Dear Mr. Cutler:

Alameda County appreciates the opportunity to review and comment on Contra Costa County's Draft Environmental Impact Report for the Dougherty Valley Specific Plan. The draft Specific Plan proposes the development of up to 11,000 homes and ancillary development on 6,000 acres just north of the Alameda/Contra Costa County line. As both an adjacent jurisdiction and as a nearby landowner, Alameda County is concerned about impacts that development of the Dougherty Valley will have on the surrounding area. Because the Dougherty Valley development, which will be the largest single residential project in the history of Contra Costa County, must rely on the Alameda County road system for access from the south, traffic impacts and feasible mitigation measures are of particular concern.

Specific comments are as follows:

Figure 6-7: This figure shows a total "External Project Traffic" at buildout of 70,900 (derived by subtracting "no project" from "project"). Yet Table 6-4 indicates that the project should have an external generation of 118,167 ADT. How are the missing trips accounted for?

"Windemere Parkway" is shown with ADT's of 17,500 and 25,400 for 2010 and buildout, respectively. Does this include "pass-through" traffic? If so, even fewer than 70,900 external trips are accounted for in Figure 6-7. Why do the ADT's on this roadway increase so much between 2010 and buildout when the phasing of the project assumes 2010 to be buildout (see page 3-29)?

Dougherty Valley Page 2

Although Windemere Parkway is shown carrying large amounts of traffic, it is unclear where it all goes. Figure 6-7 indicates that the intersection of Tassajara and I-580 will only increase by 1,100 ADT's and 3,200 ADT's in 2010 and buildout due to the project. Is the difference going to be absorbed by development in East Dublin?

Page 6-33: The report notes that Tassajara Road, between Fallon Road and Dublin Boulevard, will be unable to carry the forecasted 2010 traffic volumes as a four-lane arterial (although the amount attributed to the project is ludicrously low). This is identified as a "significant impact". Yet the proposed mitigation measure, which "would reduce this impact to a less-than-significant level because the expected volume would be below capacity" is to contribute pro-rata share toward improving Tassajara Road from a two-lane to a four-lane arterial. While we applaud the County's recognition that Dougherty Valley should contribute funding toward the improvement of Tassajara Road, it is obvious from the analysis that this won't reduce the impact to a less-than-significant level, and this impact should be identified as unavoidable. In fact, based on the Design ADT's listed in Table 6-6, Tassajara Road at buildout with this project will exceed the capacity of a 6-lane divided arterial.

Table 6-12: Given that Tassajara Road will not be able to carry all of the traffic that Dougherty Valley is going to generate, it is reasonable to assume that at least part of the traffic assigned to Tassajara will use Fallon Road instead, especially traffic headed to Livermore and other points east. Yet there is no analysis of the impacts to the Fallon Road/I-580 interchange, even though Figure 6-7 indicates that some project traffic will use this interchange. Because the Fallon Road interchange is only partially developed, and because its use by quarry operators to the south will soon make it one of the most heavily used freeway interchanges in the Bay Area by truck traffic, we consider any additional traffic to be a significant impact. Therefore, the traffic analysis needs to be expanded to include the Fallon Road interchange, including appropriate mitigation measures, such as pro rata share contributions for needed improvements. The County should be aware that the four Livermore/Amador Valley jurisdictions, as well as the quarry operators and adjacent property owners, have begun a joint study to come up with feasible solutions for the improvement of the interchange. It is likely that this will be an expensive proposition, due to safety concerns raised by the large number of quarry trucks.

Table 6-13: The Tassajara Road/I-580 WB off-ramp is shown going from LOS E without the project to LOS D with the project, without mitigation, even though Figure 6-7 indicates increased traffic with the project. This defies common sense and should be explained.

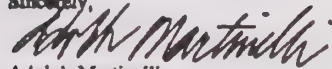
Dougherty Valley
Page 3

In summary, we consider the traffic analysis in the DEIR to be deficient. A revised analysis should be completed that properly accounts for all project-generated trips, properly analyzes all regional interchange impacts and clearly defines funding responsibilities for mitigation measures.

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Thank you for this opportunity to review and comment on the DEIR for the Dougherty Valley Specific Plan. Should you have any questions regarding these comments, please feel free to contact me.

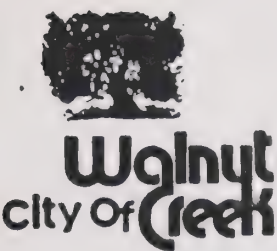
Sincerely,



Adolph Martinelli
Planning Director

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- 13-1 Refer to response to Comment 7-110.
- 13-2 The traffic forecasts of all roadways, including Windemere Parkway, represent travel demands from all development that would likely use this route as a shortest path between its origin and destination. This would include Dougherty Valley traffic and any pass-through traffic from existing or planned development in the area. The increase in volume on Windemere Parkway between 2010 and buildout is indicative of travel demand changes generated in areas other than Dougherty Valley since it is assumed to be fully developed by 2010. The most likely explanation is the large increase in traffic generation from East Dublin, which has an additional 30,000 employees forecasted between these two planning horizons.
- 13-3 Refer to response to Comment 8-24.
- 13-4 Refer to response to Comment 7-102.
- 13-5 Refer to response to Comment 8-1.
- 13-6 Comment noted. It is further noted that the revised Dougherty Valley traffic projections show that at buildout, the Dougherty Valley traffic on Fallon Road north of I-580 will comprise about 1% of the total volume. Refer to revised Chapter 6 in the Errata.
- 13-7 Refer to response to Comments 7-105, 12-4, and 12-8.
- 13-8 Refer to revised Chapter in the Errata and Appendix D.



RECEIVED
JUL 23 PM 2:03
LEVEL 1 DEPT

July 23, 1992

James Cutler
Assistant Director - Comprehensive Planner
Contra Costa County
Community Development Department
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553-0095

Dear Mr. Cutler:

Thank you for the opportunity to comment on the Dougherty Valley General Plan Amendment, Specific Plan and Implementing Project Entitlements Draft Environmental Impact Report. The City of Walnut Creek is very concerned about the project's impacts on the Central County transportation system and is particularly disturbed that the Draft EIR does not even address the project's impact north of Danville. Our specific comments are as follows:

o The study area is too small and should be enlarged to include the entire Contra Costa County I-680 corridor including the I-680/24 interchange.

o The Draft EIR does not adequately document on the trip distribution assumptions. According to the DEIR, the trip distribution was estimated using factors based on "earlier surveys conducted by MTC". If in fact these earlier surveys are MTC's 1980 Journey to Work Survey, this data is too old to provide an accurate basis for distributing trips.

o The number of trips that are assumed to be internal to the Dougherty Valley appear to be extremely high. The DEIR fails to adequately document the basis for this assumption.

o The trip distribution assumptions contained in Table 6-5 are based on daily trips. The DEIR fails to document how peak hour trips were distributed. It is common practice for an EIR to contain this analysis as future transportation improvements are generally based on peak hour demand.

o According to actual employee surveys, a significant proportion (11%) of the Walnut Creek work force lives in the Tri-Valley area. Given this fact and the scope of the proposed development, it is difficult to believe that there will not be a single future resident commuting from the Dougherty Valley to Walnut Creek or Concord employment centers, yet the DEIR makes this assumption.

In closing, it was the intent of Measure C that the full impact of future growth on the transportation system be considered before granting development rights. This document does provide sufficient information nor contain an adequate level of analysis to fulfill this intent.

Again, thank you for the opportunity to comment on this document. Should you have any questions, or wish to discuss our concerns in more detail, please call me at (510) 256-3529.

Sincerely,

Natalie Fay
Natalie Fay
Transportation Planner

cc: Mayor and City Council
City Manager
Community Development Director
Transportation Administrator

- 14-1 The revised Chapter 6 project trip distribution indicates that approximately 7-10% of the daily trips from the Dougherty Valley will travel on I-680 north of Danville to other Contra Costa County destinations and to the East Bay. In absolute numbers, this would be 6,000-8,000 ADT, or about 7% of the total freeway volume. However, as discussed in response to Comment 7-110, the offsetting shift in employment patterns without the project would partially compensate for the absolute project volume increase. As shown in the revised Figure 6-7, the net volume difference on I-680 north of Crow Canyon Road is 1,300-1,900 ADT for with-project versus no-project conditions. It is reasonable to expect that these differences will dissipate even more at locations further from the project. Therefore, significant impacts further north on the I-680 corridor are unlikely and have not been included in the analysis.
- 14-2 Refer to response to Comment 14-1.
- 14-3 Refer to response to Comments 8-22 and 12-2. The revised Chapter 6 traffic analysis used trip distribution factors that more closely matched the 1990 MTC journey to work survey and intercounty travel patterns. Refer to Chapter 6 in the Errata.
- 14-4 Refer to response to Comment 7-110.
- 14-5 Refer to response to Comment 7-93.
- 14-6 Refer to response to Comment 8-22. The 2010 project distribution indicates that 16% of the work trips will be to and from Contra Costa County outside of the Tri-Valley, which includes major employment centers in Concord, Pleasant Hill, Walnut Creek and Richmond. Although the City of Walnut Creek employee surveys provides insight, they are not necessarily representative of all commute travel patterns in northern Contra Costa County.
- 14-7 Comment noted. Refer to response to Comments 2-1 and 2-2.

CITY OF CONCORD
PUBLIC WORKS DEPARTMENT
1455 Gasoline Alley
Concord, California 94520-4803
TEL. (510) 680-1869

Michael D. Vogan, Public Works Director
Telephone: (510) 671-3129



CITY COUNCIL

Kathy Cook, Mayor
Mark DeSantis, Vice Mayor
Brian Campbell
Colleen Cull
D. D. Mason
Rita Hardin, City Manager

RECEIVED
JUL 29 PM 1:23
DEVELOPMENT DEPT

July 27, 1992

Mr. James Cutler
Community Development Department
Contra Costa County
651 Pine Street, 4th Floor
Martinez, CA 94553-0095

Dear Mr. Cutler:

**Subject: Comments on the DEIR for the Dougherty Valley General Plan Amendment,
Specific Plan and Related Actions**

We appreciate the opportunity to comment on the DEIR for the proposed project. The City of Concord is concerned that the traffic generated by the project may adversely impact the freeway systems in Central Contra Costa County. We recommend that the transportation study be expanded to include the following:

- The study area should be enlarged to include the entire I-680 corridor from Danville to the Benicia Bridge. 1
- A work trip distribution table should be developed for the a.m. and p.m. peak hours. 2

Thank you again for the opportunity to comment on the report. Please contact me at (510) 671-3129 if you have any questions or comments regarding this letter.

Sincerely,

John Templeton
Associate Transportation Engineer

VW077125

15-1 Refer to response to Comment 14-1.

15-2 Refer to response to Comments 8-22 and 12-2.

ADMINISTRATION BUILDING

1052 South Livermore Avenue
Livermore, CA 94550
(510) 373-5200

12/03-3 PM 4:31

DEVELOPMENT DEPT

July 31, 1992

James W. Cutler
Assistant Director - Comprehensive Planning
Contra Costa County Community Development Department
651 Pine Street
North Wing - Fourth Floor
Martinez, CA 94553

SUBJECT: Draft EIR for the Dougherty Valley General Plan Amend-
ment, Specific Plan and Implementing Project Entitle-
ments

Dear Mr. Cutler,

Thank you for the opportunity to respond on the above referenced document.

The City supports the County's effort to address regional housing needs by requiring 25% of the units to be for low and moderate income households. However, the project should also include units for very-low income households as well. Historically, the demand for very-low income units far exceeds the available supply. By including very-low income units, housing will potentially be available to a broader range of employees both within the project and adjacent employment centers.

The EIR indicates that various sections of I-580 and I-680 will experience a level of service of F under 2010 Project and No-Project Conditions. Mitigation Measure 6.3b promotes the implementation of alternative transportation corridors to relieve future travel demands including upgrading State Route 84 through Livermore to freeway standards and extending this freeway north of I-580.

The Livermore Circulation Element includes the relocation of SR 84 south of I-580 from its present location (Vallecitos Road, Holmes Street and First Street) to the Isabel Expressway in western Livermore. However, the City's Circulation Element includes the development of an expressway, not a freeway. Also, neither the existing Circulation Element nor the North Livermore General Plan Amendment include a freeway extension north of I-580.

If you have any questions regarding this matter, please contact me at (510) 373-5200.

Respectfully,

Susan M. Frost

Susan M. Frost
Associate Planner

CC: Eric Brown
Bob Brown

CITY OF
LIVERMORE

LETTER NO. 16

- 16-1 Policy H-4 of the Specific Plan requires a minimum of 25% of all dwelling units to be affordable to low- and moderate-income households as defined by the County. However, the project does not include provisions for very-low-income housing. The City of Livermore is now on record as desiring very-low-income housing within the project. Specific standards for inclusion of very-low-income housing is a planning decision that will be addressed by the County prior to approval of final development plans.
- 16-2 Comment noted. No change to the Draft EIR is required.

LAFCO

LOCAL AGENCY FORMATION COMMISSION OF CONTRA COSTA COUNTY

AN ANAMARIA PERRELLA, EXECUTIVE OFFICER
(510) 646-4090

July 6, 1992

To: Jim Cutler, Assistant Director of
Comprehensive Planning

From: Annamaria Perrella, Executive Officer *ap*

Subject: DEIR for Dougherty Valley GPA and Specific Plan

Thank you for the opportunity to review the Dougherty Valley General Plan Amendment, Specific Plan and Related Actions Draft Environmental Impact Report. This document clearly defines LAFCO as a responsible agency for purposes of this project.

On page 3-13 a proposed land transfer is discussed with the Camp Parks military facility within the Dougherty Valley. The Final EIR needs to clarify how this land transfer will affect proposed spheres of influence or district annexations. Will any detachments be required from the military lands which will be added to the development areas? The impacts of this land transfer need to be described in the Final EIR. There may be a minor conflict with DSRSD in this area.

The northwest corner of the Shapell property is already within the EBMUD service district boundary. Will that area be treated separately from the remainder of the site in terms of LAFCO actions?

The Draft EIR fails to describe EBMUD's ultimate service boundary and how that may conflict with the proposed sphere of influence change and annexation of the remainder of the site. This needs careful review in the Final EIR.

Additionally, the DEIR indicates that the DSRSD is an alternative water provider to the site. The procedure for Alameda County Flood Control District Zone 7 to provide water, through DSRSD, outside of Alameda County needs to be described, since the legality of that approach is not clear.

Dougherty Valley GPA

2

On pages 5-42, the DEIR discusses reclaimed water as a project goal, yet it is not clear if the use of reclaimed water is part of the project or an alternative. If it is to be part of the project or a mitigation measure, the where, how and circumstances of use need to be fully described in the FEIR.

The DEIR indicates that the northwest corner of the area is to be served by the Central Contra Costa Sanitary District; that district is also the preferred provider for the remainder of the developed area. DSRSD is indicated as an alternative provider. It is our understanding that DSRSD is currently approaching capacity, and its ability to encourage more hookups is tied to a waste water export proposal that is only starting to undergo environmental review. The alternatives of gravity flow south or pumping by Central Sanitary District needs discussion, since it appears the Central Contra Costa Sanitary District would treat the effluent in either scenario.

The methods for open space and local park development and maintenance are not clearly described in the DEIR. If a County Service area is to be considered, that needs to be disclosed and analyzed in the DEIR, since LAFCO would have to deal with its establishment. Annexation to a County Service area for street lighting also needs to be discussed.

In addition, the DEIR needs to map the areas which might be requested for inclusion within urban service districts. Presumably, the eastern portions of the site which are to remain as open space won't require annexation to urban service districts, nor be included within their spheres of influence. If areas are proposed to be gift deeded to the EBRPD, they should also be identified, since these areas don't generally get added into urban services spheres of influence.

JC:AP:th
cc: LAFCO Commissioners

LETTER NO. 17

- 17-1 The proposed land transfer would include applications for the appropriate LAFCO for amendments to the DSRSD sphere of influence and district boundaries, if necessary. Because development of the project pre-supposes successful extensions of water and sewer services to the entire planning area, this issue could be moot by the time the land transfer is proposed. The Final EIR is amended to add this information. Refer to the Errata. The project proponents have not indicated how applications for LAFCO actions will be submitted with respect to the area already within EBMUD's Ultimate Service Boundary.
- 17-2 Comment noted. This area is not expected to be considered separately from the remainder of the planning area; however, this consideration is uncertain and is ultimately the decision of the LAFCO that will govern the analysis and selection of a water purveyor for the project. Refer to response to Comments 19-6 and 19-25 for further discussion of this process.
- 17-3 Comment noted. The ultimate service boundary for EBMUD is the same as its sphere of influence boundary within the planning area (see Figure 5-3 in the Draft EIR, page 5-7). Refer to response to Comment 18-2.
- 17-4 Comment noted. Refer to response to Comment 18-2. It has not yet been determined whether DSRSD is an appropriate service provider.
- 17-5 Comment noted. The EIR has been amended to clarify the use of reclaimed water for the project as shown in Errata 68-52. The where, how, and circumstances of reclaimed water use do not need further description in the EIR, as discussed in response to Comments 18-13, 18-17, and 18-22.
- 17-6 Comment noted. Refer to response to Comments 19-5 and 5-11.
- 17-7 The methods for open space, park development, and maintenance are addressed through Mitigation Measures 5.26, 5.32, and 5.33. Financing infrastructure improvements will be addressed in conditions to the preliminary development plans requiring that appropriate mechanisms and/or programs are finalized prior to approval of final development plans. See response to Comments 5-7 and 7-17. A County service area is a possibility, so coordination with the Contra Costa County LAFCO is hereby included in the Final EIR. Refer to the Errata in the Final EIR.
- 17-8 Refer to response to Comment 17-7.
- 17-9. Service providers for utility areas of the project area were generally identified. Mapping the exact proposed boundaries of areas that would be requested for inclusion within urban services districts is not possible at this stage of the project. Such maps would be provided as part of annexation requests prior to approval of final development plans. It is possible to create a more logical annexation by excluding the large-perimeter open space areas or potential EBRPD areas from the annexation boundaries. The commenter is correct that annexation

boundaries should be modified to exclude these large areas. Refer to response to Comments 5-1 and 5-2. No change to the Draft EIR is required.

ENGINEERING DEPARTMENT
DENNIS L. ALLEN
CHIEF ENGINEER

August 4, 1992

Mr. Jim Cutler
Assistant Director of Comprehensive Planning
Contra Costa County
651 Pine Street
Martinez, CA 94553

Subject: Draft Environmental Impact Report for the Dougherty
Valley General Plan Amendment, Specific Plan, and
Related Actions
SCH #91053014

Dear Mr. Cutler:

We appreciate the opportunity to review the Draft Environmental Impact Report (DEIR) for the Dougherty Valley project. This letter transmits comments from District staff and counsel regarding the adequacy of the DEIR in achieving the requirements of the California Environmental Quality Act (CEQA) along with the District's position on the provision of water service to the Dougherty Valley. Further comments regarding reclaimed water use are contained in Attachment B. Also included is a summary of the District's water supply situation and water supply planning process (Attachment A).

As you are aware, the District has commented upon the program EIR for the Dougherty Valley Project by the City of San Ramon; these letters to the City are attached for your review and are hereby incorporated into this letter.

As District staff have stated previously, the District is unable to make any commitment to supply the portion of the proposed Dougherty Valley project currently outside of its Ultimate Service Boundary (USB). The reasons for this are twofold. First, the District has a long standing policy of opposing annexations outside its USB, and will object to the proposed extension of service to the portion of the Dougherty Valley Project which lies outside its USB. Second, the District is forecasting the potential for significant drought-related shortages within the current decade. These drought shortages are making it very difficult for the District to serve planned development within the USB let alone development planned outside

Mr. Jim Cutler
August 4, 1992
Page 2

its USB. The likelihood that this situation will change within the foreseeable future is remote.

The District is concerned that the Dougherty Valley DEIR does not adequately analyze the regional water supply impacts resulting from development of the Dougherty Valley and thus fails to provide adequate documentation to permit informed decision-making. Specifically, the DEIR fails to recognize 1) the implications of the District's position on serving development outside its USB and, 2) the District's long-term water supply deficiencies. In addition, the DEIR provides no evidence that any water service provider is able or willing to serve the project area and improperly defers an examination of this fundamental issue until a later date. The District's specific comments directed toward the specifics of the DEIR are described below.

The DEIR acknowledges the District's policy of not serving development outside its USB but, nonetheless, assumes that the District will provide water to the Dougherty Valley. (DEIR pages 5-37 and 5-40). While EBMUD may appear to be a logical supplier because it serves the San Ramon Valley, EBMUD has never considered serving or planned for that portion of the project area that lies outside of its USB. The EIR must accurately evaluate the provision of water given the District's existing annexation policies and thoroughly analyze alternative water supply approaches.

Similarly, the DEIR provides no evidence that an adequate water supply is available to serve the proposed project. Instead the DEIR concludes that the project would cause a substantial demand for water to serve the planning area and identifies this impact as significant. (DEIR page 5-40). This statement does not constitute an impact analysis. CEQA requires an EIR to discuss a project's environmental effects with sufficient specificity to enable the decision-maker to render an informed decision. CEQA Guidelines § 15151. California courts have found that conclusory comments in support of environmental judgments are generally inappropriate. Laurel Heights Improvement Ass'n v. Regents of University of California, 47 Cal. 3d at 404. In Santiago County Water District v. County of Orange the court disapproved an EIR's unsupported conclusions regarding a project's impact on water service:

The conclusion that one of the unavoidable adverse impacts of the project will be the "[i] increased demand upon water available from the Santiago County Water District" is only

stating the obvious. What is needed is some information about how adverse the impact will be. "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences." 118 Cal. App. 3d at 831 (emphasis added), quoting CEQA Guidelines § 15151.

A full evaluation of water supply impacts may determine that an adequate water supply is simply not available in the foreseeable future. The EIR prepared for the Contra Costa County General Plan confirms this water supply uncertainty. In its discussion of water service, it states that "the County General Plan does not allow urban development in the Dougherty Valley and if water service were provided to this area it would be problematic and expensive and cause EBMUD's total average water use to exceed self-imposed limits." Contra Costa County General Plan DEIR at 4.5-52.

Despite these fundamental constraints to providing water service to the project area, the County improperly defers its analysis of impacts by waiting to prepare its water service plan until after it adopts the Dougherty Valley Specific Plan. (DEIR page 3-27). The provision of water service is a fundamental issue which must be addressed in the EIR prior to plan approval; it is not an implementation issue to be resolved at some time after plan approval. Approval of a project without first resolving uncertainties regarding the project's potential to cause significant environmental impacts violates CEQA. Sundstrom v. County of Mendocino (1988). 202 Cal. App. 3d 296, 307.

The County General Plan itself mandates that this service analysis be undertaken prior to project approval. Pursuant to its police power and as the governmental entity responsible for directly regulating land use, property development and the subdivision of property, the County requires new development to demonstrate that adequate water quantity and quality can be provided. (Contra Costa County General Plan, pages 4-11 and 7-15.) The County General Plan goes on to state that tentative subdivision maps and other preliminary development plans can be conditionally approved if, based upon substantial information in the record, an adequate water supply exists. (General Plan, page 7-16, emphasis added).

The fact that the General Plan explicitly calls for adequate water service prior to project approval demonstrates the importance of this provision to the citizenry. This prerequisite

serves to ensure that growth takes place in a manner that will ensure sound land use planning and discourage ill-conceived development.

The Local Agency Formation Commission (LAFCO) confirmed the importance of providing this analysis as part of the DEIR:

The issue of water service needs to receive in-depth discussion. The relationship of the project to EBMUD's sphere of influence as adopted by LAFCO, the EBMUD ultimate service boundary as determined by the District and EBMUD's annexation policies as they relate to those subjects and the District's existing water capacity all need analysis. The impacts of the drought on this project should also be discussed. (Memorandum from Annamaria Perrella to Jim Cutler regarding a response to the Notice Of Preparation for the Dougherty Valley General and Specific Plan EIR dated May 22, 1991).

Based upon all of these factors, it is evident that the EIR should undertake its evaluation of water service impacts and preparation of a water service plan now to provide the substantial evidence that the General Plan, CEQA and County staff itself requires. This evaluation should include an analysis of the following issues which the DEIR claims are too speculative or has failed altogether to undertake.

1. An analysis of the physical impacts associated with the service of water to the project area.

While the DEIR concedes that EBMUD would have to expand facilities to supply water and that these expansions could result in off-site impacts, it alleges that these impacts are too speculative to be assessed at this time and claims that detailed environmental impact assessment of these facilities would be the responsibility of the water service agency proposing to construct the facilities. (DEIR page 5-40 and 5-42).

Contrary to these assumptions, an evaluation of impacts is certainly not speculative and in fact is required pursuant to state law. CEQA mandates that environmental review occur at the earliest possible stage to gauge environmental considerations to influence the project. CEQA Guidelines § 15004 (b). The County must prepare its impact analysis now; it cannot wait to comply with CEQA until further down the road after project approval.

In addition, the District is in no way "proposing" to construct water supply facilities to serve Dougherty Valley and should not be placed in a position of responsibility for environmental impacts resulting from water service located outside its USB. The applicant has a responsibility to undertake, in this EIR, an analysis of the environmental impacts resulting from the provision of water service to the Dougherty Valley.

The Draft EIR should be revised to indicate that EBMUD would, at a minimum, need to increase the planned expansion of the Walnut Creek Filter Plant, Danville Pumping Plant and transmission mains, Castenada Pumping Plant, Scenic East Pumping Plant and Scenic and San Ramon Pressure Zone storage projects to supply water to that portion of the Dougherty Valley located outside of EBMUD's Ultimate Service Boundary. The EIR should analyze the environmental impacts associated with the construction of these improvements.

The Draft EIR states that the potable water demand estimate does not include the irrigation demand for sites to be irrigated with recycled water (page 3-5 of Appendix E). The text should clearly indicate that potable and reclaimed water facilities will be constructed concurrently and be in service at the same time. Otherwise potable supplies would be needed for an interim period until reclaimed supplies become available.

Text on page 3-8 of Appendix E refers to a factor of 3.3 to predict the ratio of maximum day demand to average day demands. A more realistic number for the District's San Ramon Valley service area would be a factor of 2.7, as shown in Table 3-5 of Appendix E.

2. The cumulative impacts of this project.

The DEIR does not analyze the cumulative water impacts associated with the development of the Dougherty Valley together with other planned and reasonably foreseeable development (e.g. the Westside planning area) in the Tri-Valley region. The Dougherty Valley EIR prepared for the City of San Ramon, although similarly inadequate, identified the cumulative water impact resulting from development of the Dougherty Valley as significant. Specifically, the short-term availability of water supplies to serve new development is extremely limited and until additional long-term supplies are secured to service demands in the Tri-

Valley region, the cumulative effects would remain significant. (City of San Ramon DEIR for Dougherty Valley, page 9).

The County's Dougherty Valley DEIR fails to provide any description or analysis of the following: 1) the amount of water that would be needed to serve all the planned growth in the Tri-Valley Area; 2) an indication of water service provider(s) ability or willingness to serve the area and the specific reasons why they can or cannot; 3) the facilities necessary to serve the proposed development; 4) the environmental impacts resulting from the need to secure new sources of water; and, 5) the effect of cumulative development on long-term water supply deficiencies. The EIR should provide this analysis.

3. The growth-inducing impacts of the project.

The EIR states that the growth-inducing effects of the project would primarily be due to the conversion of land in the Dougherty Valley area from open space and agricultural lands to urban uses and the extension of urban services and roads to the area. (DEIR, page 17-2.) This acknowledgement of new growth is only stating the obvious. The DEIR fails to quantify the amount of development the project might encourage or meaningfully analyze future growth's impact on the long-term water supplies. In addition, where an EIR predicts that a project will result in population growth, as here, the EIR must consider how "increases in the population may further tax existing community service facilities." CEQA Guidelines § 15126 (g).

4. Identify mitigation measures capable of offsetting the project's significant impact upon long-term water supply.

The DEIR concedes that the project would result in a substantial demand for water to serve the project area yet proposes to mitigate this impact by installing water efficient sprinkler systems and using reclaimed water for nonresidential uses. (DEIR page 5-40). Although this mitigation measure would in no way offset the substantial water consumption, the DEIR concludes that this impact would be reduced to a level of insignificance. (Id.) California courts have found that agencies should not rely on mitigation measure of unknown efficacy in concluding that significant impacts will be substantially lessened or avoided. In Sundstrom, the Court concluded that, because

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(cont)

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(cont)

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Mr. Jim Cutler
August 4, 1992
Page 7

the success of mitigation was uncertain, the agency could not have reasonably determined that significant effects would not occur. 202 Cal. App. 3d at 296. Here too, the DEIR's failure to identify effective mitigation does not ensure that water supply impacts will be minimal.

As part of the Water Supply Management Plan (WSMP) process currently underway, the District is aggressively pursuing alternatives designed to minimize potential supply shortages for current and future customers within the existing USB. Alternative programs include increased conservation and reclamation, groundwater storage, increased above-ground storage, and the potential of a new water supply from the American River or from the Delta. Until a decision is made as to the implementability of one or more of these programs and the potential for supply shortages to existing customers and/or forecasted development within the current USB is reduced, the District is not in a position to consider any service beyond the current USB. It will likely take a decade to fully implement the selected water supply program. This reality conflicts with the development identified in the County's proposed Specific Plan which anticipates substantial residential growth and substantial water demand within the next 20 years outside the current USB.

The infrastructure necessary to support the Dougherty Valley development will be carried by the development itself through a combination of financing devices such as a community facilities district. These financing devices, in turn, depend on an assumed rate of development. The County should be aware that sufficient water is not currently available to serve that development. This issue should be confronted now, prior to a basic commitment to the project, rather than at some later time. The District has a reasonable right to avoid being placed in the position of sacrificing water supply and water quality for residents of its existing service area and proposed developments inside its USB because of new developments outside of its USB which fail to take the realities of water supply into account at the time of approval.

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(cont.)

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Mr. Jim Cutler
August 4, 1992
Page 8

The District would welcome the opportunity to discuss these comments with you at your convenience. If you have any questions, or need more information, please contact William R. Kirkpatrick, Manager of Water Distribution Planning, at (510) 287-1301.

Very truly yours,



JOHN B. LAMPE
Manager of Water Planning

JBL:HPH:wpc 92.27

Attachments

cc: Dean Mills, City of San Ramon
Crystal Hishida, Alameda County LAFCO
Annamaria Perrella, Contra Costa County LAFCO
EBMUD Board of Directors

ATTACHMENT A

EBMUD REVIEW COMMENTS REGARDING CONTRA COSTA COUNTY'S JUNE 8, 1992 DRAFT EIR ON THE DOUGHERTY VALLEY GENERAL PLAN AMENDMENT SPECIFIC PLAN AND IMPLEMENTING PROJECT ENTITLEMENTS

OVERVIEW OF THE DISTRICT'S WATER SUPPLY SITUATION

General

The District is currently in the process of preparing its Water Supply Management Plan (WSMP) and associated EIR/EIS. Although these products will not be available until late 1992, the District has preliminarily concluded that significant drought-related shortages are forecasted within the current decade. The following summarizes the uncertainties in the District's water supply and provides an overview to the District's supply planning efforts.

Water Supply

The District obtains almost all of the water used to serve its customers, amounting to 95 percent of its water supply, from the 577 square-mile watershed of the Mokelumne River in the Sierra Nevada. The District has the water rights and capacity to divert up to 325 MGD from the Mokelumne River. The District's ability to obtain this amount of water, however, is controlled by the interrelationship between its water rights and the rights of other users of Mokelumne water, and the seasonal and annual availability of runoff.

The availability of the District's existing Mokelumne River supply is projected to decrease in the future, as consumptive uses within the upstream counties of origin increase. Furthermore, growing emphasis on protection of fish, wildlife, and riparian habitat suggest the potential need for increased downstream releases which will cause less water to be available to the District.

The District has a supplemental supply source of up to 134 MGD (150 TAF/year) of American River water from a turnout on the Folsom South Canal under a 1970 contract with the U.S. Bureau of Reclamation (USBR). If the District were to bring American River water into its supply system, it could only do so when the lower American River instream flows are greater than 1750 cubic feet per second (CFS). Due to the restrictions placed on the use of American River water by the Alameda County court decision in 1990, water from the American River is considered an alternative supply in the District's ongoing Water Supply Management Plan (WSMP) analysis as a possible future project.

EBMUD Review Comments
August 4, 1992
Page A2

In dry years, the runoff of the Mokelumne River is less than needed to meet demand and the District must use storage from prior normal or wet years. In extended dry periods, such as the last six years, the existing storage capacity on the Mokelumne River is not sufficient to supply normal customer demand. The District is currently operating on a 15 percent mandatory rationing program. Since the Mokelumne River and the American River drainage basins are both in the central Sierra Nevada, they are both subject to drought from the same regional meteorologic conditions. Therefore, it is likely that the water supply from both rivers would be deficient at the same time. Consequently, carryover storage becomes very important when planning for drought.

Supply Planning

The District's regional WSMP is evaluating both the District's short-term and long-term supplies under both drought and normal rainfall conditions. The District's overall water management objective is to maximize the available supply for the customers while meeting all legal, environmental and institutional requirements. Increasing governmental involvement and regulation of the District's Mokelumne River rights and American River entitlements are severely limiting the ability to define the supply capacity available to the District under normal rainfall years as well as under drought operating scenarios.

Results to date of EBMUD's Water Supply Management Plan (WSMP) demonstrate that the District does not currently have an adequate, reliable supply of water for projected future customers within the District's existing Ultimate Service Boundary (USB). Based on projected increases in diversions by agencies holding water rights senior to EBMUD's rights, there would, in the near future, be less than an adequate, reliable supply even for current customers. This situation may well be exacerbated by the results of proceedings which will be conducted by federal and state regulatory agencies during the summer and fall of 1992, and which could order increased releases of water to protect and restore fisheries in the Mokelumne River and the San Francisco Bay and Delta.

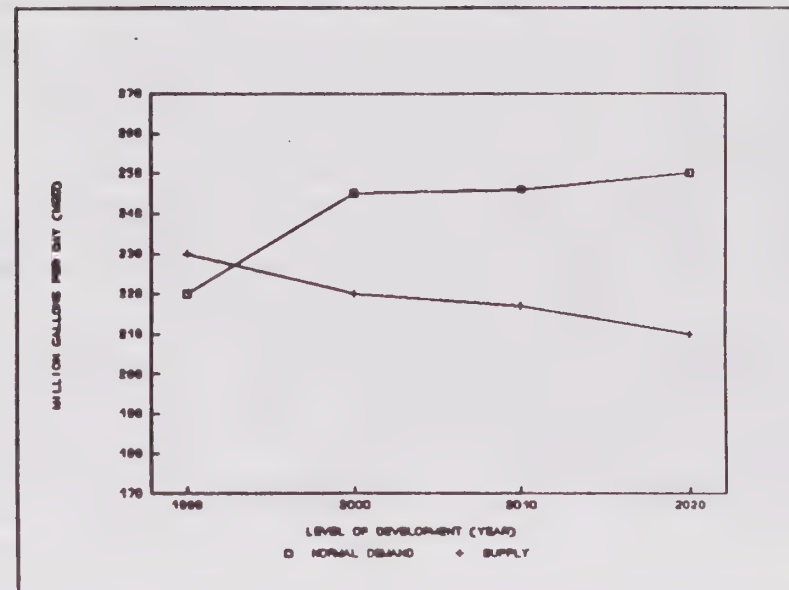
A need for additional water occurs during drought periods because the District's entitlement on the Mokelumne is not fully available in years of less-than-average runoff and is not available in the driest years; the District's storage capacity is not sufficient to carry over the needed quantity of water. The District's proposal to increase fish releases to the lower Mokelumne River (referred to as the District's proposed Lower Mokelumne River Management Plan or LMRMP) would reduce the

availability of the District's supply in normal, wet and drought conditions.

The District is forecasting the potential for significant drought-related supply shortages within the current decade. Furthermore, the likelihood that this situation will change within the foreseeable future is remote. A forecast of potential water supply shortages is indicated in Figure 1. The demand forecast, shown in Figure 1, reflects normal demand based upon the most current population and employment estimates available. The supply forecast is based upon current water supplies available to the District and District policies concerning rationing in response to future drought. During normal water years, there is sufficient water to supply future demand within the current Ultimate Service Boundary through the year 2020. Planning for future drought scenarios (to provide adequate water supplies after rationing has been imposed) controls the relationship of demand and supply as depicted in Figure 1.

92A.27

Figure 1 Normal Demand vs. Supply



Supply: Normal demand which can be satisfied during a drought (assuming 25% rationing)

ATTACHMENT B

EBMUD REVIEW COMMENTS REGARDING
CONTRA COSTA COUNTY'S JUNE 6, 1992 DRAFT EIR
ON THE DOUGHERTY VALLEY GENERAL PLAN AMENDMENT
SPECIFIC PLAN AND IMPLEMENTING PROJECT ENTITLEMENTS

COMMENTS REGARDING RECLAIMED WATER USE

General

The Draft EIR is generally consistent with the District's efforts to use reclaimed water where feasible, however, some clarification is needed.

Dual Water Distribution

The EIR states that the impact associated with a recycled water distribution system is significant because the project would cause a substantial demand for water services to the planning area (DEIR, page 5-44). However, the DEIR should also address the impacts and issues associated with dual water distribution and purveying of recycled water; this discussion should address the short-term and long-term impacts related to both construction and operation of a dual system.

EBMUD/DSRSD Memorandum of Understanding (MOU)

Reference is made in the DEIR to the MOU approved by EBMUD and DSRSD in 1990. This agreement was established to facilitate the joint development of water recycling projects in the San Ramon Valley area. It should be emphasized that the MOU specifically excludes planning for areas outside the current service areas unless and until such service is approved by the respective Board of Directors. Because the preliminary cost estimate indicates that the cost of a project for the San Ramon Valley currently within the District's USB greatly exceeds the production cost for potable water, further planning is on hold pending the approval of EBMUD's comprehensive Water Supply Management Plan EIR/EIS. Additionally, the designated water agency for service to the Dougherty Valley would be the responsible entity for performing reclaimed water planning.

Availability of Recycled Water

The recommended project is for wastewater to be treated at the Central Contra Costa Sanitary District (CCCSO) and for recycled water to be provided from the Dublin San Ramon Service District (DSRSD). The text makes reference to the fact that recycled water may be in short supply from DSRSD. The document should note that the project must compete with established demands for recycled water supply from DSRSD. For example, EBMUD has a

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demand of approximately 2,700 ac-ft/yr for existing users within its service area.

In the event that recycled water is not available from DSRSD, the document should address what facilities are required to meet the entire project reclaimed water demand, especially since it is used as a potable water use offset.

Wastewater Projections/Demand for Recycled Water

The document should reconcile the confusing figures used in projections of wastewater flow and reclaimed water demand. For example, Appendix E states that the average dry weather wastewater flow (ADWF) is 2.9 MGD and the seasonal reclaimed water demand ranges up to 4.8 MGD. The text states that the ADWF ranges from 2.5 to 3.1 MGD, depending upon utility (Tables 5-4 and 5-5), and that the recycled water seasonal peak is 3.66 MGD.

Satellite Treatment Plant

The EIR does not address the idea of constructing a nearby satellite wastewater treatment/ reclamation facility for the purpose of ensuring a supply of wastewater. This oversight may have resulted from the conclusion in Appendix E that the demand exceeds the supply. Given the fact that the demand and supply figures are not consistent between the EIR text and Appendix E and the acknowledgement that there may not be a reclaimed water supply, the option of a satellite treatment plant should be considered. The EIR should conduct an economic evaluation of the satellite treatment plant and the recommended project, with the addition of the items listed below.

Costs

The \$10,102,000 capital cost for recycled water facilities may be an underestimate. This cost does not include off-site facilities needed to provide recycled water to the project site, including the transmission main and "reconditioning" of treatment facilities at DSRSD. The capital cost of these facilities should be stated, or at least that portion assigned to this project. The text should clarify the size of the transmission main, the text states a 16-inch pipeline is sufficient and the Appendix E indicates that a 36-inch pipeline is needed.

Reliability

The recommended project described in the EIR does not provide for extra reclaimed storage capacity in the event of a treatment plant upset or equipment malfunction, as a backup potable supply

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is not available. The EIR should address what project features are required to increase the reliability of the reclaimed water supply.

Miscellaneous

Tables 5-6 and 5-7; the land use designation "GC" is not defined. It should be clarified that this is potable water use for domestic purposes at the golf course. It should also be clarified that the water use factor used for land use P/SP includes irrigation of the 168 acres of P/SP not irrigated by reclaimed water.

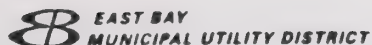
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The EIR should demonstrate a commitment to mitigate impacts. For example, replace "should" with "will" in Mitigation Measure 5.7: "County will require maximum use of recycled water for irrigation of open space areas and median strips..."

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The District objects to the wording of Mitigation Measure 5.11 which suggests that DSRSD and the Community Development Department approve all on-site recycled water service improvements necessary to serve the project area and must be responsible for monitoring the success of the mitigation measure. More generic language which states that the water purveyor will have approval authority for these improvements and mitigations is preferred.

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ENGINEERING DEPARTMENT
DENNIS L. ALLEN
CHIEF ENGINEER

DENNIS M. DEIMER
ASSISTANT CHIEF ENGINEER
JOHN B. LAMPE
MANAGER OF WATER PLANNING

January 2, 1992

Mr. Dean Mills, Project Manager
Planning Services Division
City of San Ramon
2226 Camino Ramon
San Ramon, CA 94583

Subject: Draft Environmental Impact Report for the Dougherty
Valley Growth Management Plan and Specific Plan

Dear Mr. Mills:

Thank you for the opportunity to review the draft Program EIR for the subject plan. This letter transmits the East Bay Municipal Utility District's (District) position on the provision of water to the Dougherty Valley and its comments on the Draft Environmental Impact Report (DEIR) for the Dougherty Valley Growth Management and Specific Plan.

It is important at the onset to reiterate the District's long standing policy on the annexation of new areas into the District's Ultimate Service Boundary. As the District stated in its previous letters on this project, pursuant to its policy of no annexation outside its Ultimate Service Boundary, the District will object to any proposed extension of service to that portion of the proposed Dougherty Valley project that lies outside the Ultimate Service Boundary. See letters from Nancy Nadel and John Lampe dated February 26, 1991 and June 7, 1991, respectively.

Despite this position on annexation, the District as a responsible agency has an obligation to comment on the adequacy of the DEIR for this project. The District is concerned that this document is deficient with regard to its regional water impact analysis and thus fails to provide adequate documentation to enable informed decision-making. The California Environmental Quality Act (CEQA) requires an EIR to be an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (CEQA Guidelines Section 15121). The DEIR fails to fulfill this fundamental role and is therefore legally inadequate.

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Specifically, the DEIR does not adequately assess EBMUD's position on the annexation of new development outside its Ultimate Service Boundary, EBMUD's current water supply situation, the project related and long-term impacts resulting from EBMUD's provision of water service, and the growth-inducing and cumulative impacts of water demand. In addition, the District, in its response to the Notice of Preparation (NOP) for this project, requested an analysis of alternatives for water service from other agencies including potential environmental, cumulative and growth-inducing impacts associated with the water supply, treatment, transmission and distribution improvements required to serve the project area from all alternative water purveyors for both domestic and irrigation purposes. The DEIR has not adequately provided this alternatives analysis.

Again, the District is requesting that alternatives to EBMUD for water service be fully developed and discussed in the EIR. While EBMUD may appear to be a logical supplier because it serves the San Ramon Valley, EBMUD has never considered serving all of the Plan area. It would be speculative to assume EBMUD would annex and extend service.

The above issues plus additional comments included herein as Attachment A should be addressed in a revised draft Program EIR. The revised draft EIR will undoubtedly contain important new information and should therefore be recirculated for additional public comment.

Also attached as Attachment B is a summary of the District's regional Water Supply Management Program [WSMP]. The WSMP will evaluate the District's short-term and long-term supplies under both drought and normal rainfall conditions. Increasing governmental involvement and regulation of the District's Mokelumne rights and American River entitlements are severely limiting the ability to define the supply capacity available to the District under normal rainfall years as well as under drought operating scenarios. This complex issue will be evaluated in detail in the WSMP EIS/EIR due for draft circulation by late Summer 1992. The DEIR for Dougherty Valley should consider the issues currently being analyzed in the WSMP. It is important to note that the Updated WSMP does not contemplate serving that portion of the Dougherty Valley area that lies outside the District's service boundary.

ATTACHMENT A

EBMUD REVIEW COMMENTS REGARDING
SAN RAMON'S SEPTEMBER 13, 1991
DRAFT DOUGHERTY VALLEY GROWTH MANAGEMENT PLAN
AND SPECIFIC PLAN EIR
January 2, 1992

GENERAL COMMENTS

The DEIR states on page 4.10-2 that EBMUD has a moratorium on annexation of new developments to its service area and that provision of water service by EBMUD to the Plan area would require a change in this policy. The District's policy is to oppose annexations outside of the ultimate service boundary (USB) unless certain conditions exist. First, the adjustment is very small and in the District's best interest or second, the annexation would mitigate health risks associated with water supplies as established by the appropriate agency. The proposed Dougherty Valley project does not fit either one of these conditions. It is important to note that the District does not intend to alter its annexation policies. The EIR must accurately evaluate the provision of water given the District's annexation policies.

The DEIR should clarify the fact that EBMUD's current regional planning for distribution system improvements in the Dougherty Valley area includes only the 500-acre portion of Gale Ranch located within the District's service area and USB. This same 500-acre portion, however, is not within the sphere-of-influence for EBMUD as determined by the LAFCO. The proposed land use map (DEIR page 3-9) shows low-density residential and golf course use on this 500-acre portion. Approximately 5,500 acres of the 6,000-acre Plan area is outside of EBMUD's USB, the District's current regional planning boundary.

The DEIR does not acknowledge major water planning efforts currently underway by the District. The District is updating its Water Supply Management Program (WSMP) in an attempt to examine major issues such as the potential need to develop new sources of water and the environmental impacts that could potentially result from these sources. A brief description of the District's Updated Water Supply Management Program is included as Attachment B. The Dougherty Valley DEIR has not considered the effect of the Dougherty Valley project in contributing to the need for new sources and therefore has not recognized the issues which EBMUD currently faces. It should do so. The DEIR should provide additional information, including the estimated water demand from

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that part of the development currently outside the USB as well as a thorough analysis of water supply alternatives.

COMMENTS REGARDING POTABLE WATER SERVICE

Comments on Chapter 2 (Summary and Recommendation)

The impact related to the increase in average potable water use by approximately 9.75 million gallons per day (MGD) is listed as less than significant in one section of the DEIR and as a significant unavoidable adverse impact in another section of the DEIR (DEIR pages 2-60 and 4.10-13). The DEIR claims that the project can be mitigated to a less than significant level with the use of reclaimed water yet does not provide any analysis to support this conclusion. The EIR should analyze the flow associated with that 500 acre portion of the project which is located within the District's USB and service area. Likewise, this same analysis should be conducted for the high density and low density alternative projects. We suggest that in all but the low density alternative, the project will result in a significant impact as a result of EBMUD's water supply deficiencies during drought as well as normal rainfall years.

The DEIR notes an increase in demand of 116 MGD resulting from the cumulative development within the Tri-Valley region (DEIR page 2-63). Without the assumptions used to calculate this figure, it is not possible to discern where this growth is expected to take place in proximity to existing water purveyors in the area. Similarly, the DEIR should provide its assumptions and relevant data to support the conclusion that the proposed project represents 7.6 percent of the 116 MGD cumulative demand.

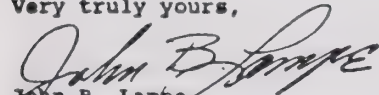
Comments on Chapter 4 (Environmental Setting, Impacts and Mitigation)

Section 4.10 of the DEIR states that potable water service could potentially be provided from either EBMUD, the Dublin/San Ramon Services District (DSRSD), or the Contra Costa Water District (CCWD). Yet, the DEIR does not provide an adequate level of analysis of the EBMUD or DSRSD alternative and fails altogether to discuss the provision of water by CCWD. Additional analysis is necessary including the feasibility of creating a new or separate water purveyor, or perhaps a contractual agreement with an existing agency. All of the alternatives should be evaluated

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The District would welcome the opportunity to discuss these comments with you at your convenience. If you have any questions, or need more information, please contact William R. Kirkpatrick, Manager of Water Distribution Planning, at (510) 287-1301.

Very truly yours,



John B. Lampe
Manager of Water Planning

JBL:HH:rjl
Attachments

cc: James Cutler, Assistant Director of Comprehensive
Planning
Crystal Hishida, Alameda County LAFCO
Anna Maria Perella, Contra Costa County LAFCO
EBMUD Board of Directors

Mr. Dean Mills
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bcc: D. L. Allen
R. B. Maddow
W. R. Kirkpatrick
J. Callahan
K. E. Carns
OPRF(3)
WDP Chrono

EIR -

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from the standpoint of serving the Plan area as well as the stated cumulative development requiring as much as 116 MGD of potable water in the Tri-Valley region.

Reference is made to the proposed EBMUD water system and proposed DSRSD system, but these facilities are not described or documented in a level of detail to adequately determine impacts resulting from this project. This is particularly evident on page 4.9-18 which identifies the EBMUD water distribution system in one sentence but does not provide any discussion of the system. Similarly, a statement in the first paragraph on page 4.10-1 indicates that service by either EBMUD or DSRSD has been evaluated and alternative water provision infrastructures designed, yet none of this evaluation is documented.

The impacts of annexation to EBMUD, DSRSD or CCWD addressed under Zoning on page 4.1-10 need to be revised to adequately address any necessary changes in policy, extensions of service, water supply deficiencies and impacts on water purveyors in order for each entity to provide water service.

On page 4.1-10, the DEIR states that the development of properties that are located within the Urban Limit Line would be restricted by limitations imposed by the Contra Costa County Growth Management Policy. One such policy states that "If it cannot be demonstrated prior to a project approval that levels of services will be met per Policy 4-1, development will be temporarily deferred until the standards can be met or assured." The DEIR should examine this project's consistency with that policy. Given the fact that EBMUD will object to any annexation outside its ultimate boundary and does not intend to provide water service, does the City intend to defer approval of the project until a water supply can be assured for that part of the project outside of EBMUD's boundary?

In addition, the DEIR states on page 4.10-3, that the Dougherty Valley Growth Management and Specific Plan contains an objective which calls for the provision of water service to the Dougherty Valley by EBMUD. Given EBMUD's position on serving the Dougherty Valley, the DEIR should analyze the impacts resulting from the failure to achieve this objective.

On page 4.7-19, the text states that EBMUD's water system would cross unstable ground and potentially unstable hillside areas.

Again, no substantiation or documentation is provided for this conclusion. Drawings and/or alignments should be provided to support the statement. In addition, the EIR should identify mitigation measures capable of offsetting potential geotechnical impacts.

The DEIR should acknowledge the following impacts resulting from a potential extension of service. Extension of water service to that portion of Gale Ranch within the current service area would likely result in pipeline extensions located in public right-of-way at both Lawrence Road and Bollinger Canyon Road. Inlet-outlet pipelines related to alternative Scenic Pressure Zone storage reservoir sites located to the east of the 275-foot wide PG&E transmission line easement in the West Branch open space area would be routed through the subdivision streets in Tassajara Ranch or Vista Tassajara, plus some additional piping in the hills south of the development. Similarly, access and pipeline routing for potential San Ramon Zone storage at reservoir sites located near the north end of Gale Ranch, but west of West Branch Creek, would be routed through the 500 acre portion of Gale Ranch inside the District's present service area.

On page 4.10-2, the statement regarding a moratorium on the annexation of new developments to the service area needs to be clarified. Annexations within the ultimate boundary are permitted on a case by case basis. Annexations outside the ultimate boundary will be opposed by the District under Policy No. 1, described above. The DEIR is correct in stating that provision of water by EBMUD would require a change in this policy. Provision of water service to the 500 acres already in the District can be made by EBMUD under its existing regulations, without a change in policy. However, this area is not in EBMUD's Sphere of Influence as determined by LAFCO. EBMUD does not intend to change its policy on annexations.

The second paragraph on page 4.10-2 avoids the District's concern about adequacy of its water supply. The DEIR implies that the District's Water Supply Management Program (WSMP) will provide capacity for Dougherty Valley. This is not the case. The WSMP EIS/EIR studies are not designed to provide capacity to serve any area outside the ultimate boundary, such as most of the Dougherty Valley project. Please see Attachment B for a description of the District's WSMP.

The text on page 4.10-13, states that the only impact of the project with regard to water service is the increased use of 9,750,000 gallons per day mitigated in part by an estimated 25 percent reduction in potable water demand through the use of reclaimed water. A simple identification of water use does not constitute an impact analysis. Please provide the source of the water figures as well as a more comprehensive analysis of the impacts of providing water service to the Dougherty Valley through the existing system. This impact analysis should assess water service, and the supply and treatment facilities needed to supply the project for each development alternative. In addition, the EIR should assess both short and long term supply issues. Similarly, the mitigation measures on page 4.10-13 should be expanded to include applicable water conservation provisions and ordinances used to implement such programs along with the necessary monitoring and reporting requirements.

The text on page 4.9-18 and 2-59 states that over 3 miles of waters of the United States, including pond and wetlands area, would be excavated to construct the proposed pipeline. The EIR should identify the areas of excavation and fully analyze the impacts of this activity. In addition, the DEIR provides no justification as to why the pipeline could not be located along streets or other public right-of-way except where crossings are necessary. A public right-of-way location would provide convenient access for both construction and maintenance vehicles.

On page 4.9-19, mitigation measure 4.9-16a states that "all water supply pipelines that generally follow natural drainage systems shall be routed so as to avoid direct impacts on wetlands and other waters of the United States." While it may be necessary on occasion to cross over or under a creek or drainage area, water distribution pipelines would typically be located within the paved sections of public street rights-of-way or dedicated right-of-way across private property.

On page 4.9-19, the text states that "construction of the 10-inch pipelines just west of the main branch of Alamo Creek would disturb at least one bird of prey." Although there is no substantiation for the pipeline size or location, it is not likely that the "10-inch" pipe would be the only utility in this or any other utility path. Water, sewer, cable, storm drain and other utilities are typically installed after the roadways are graded and before the subbase and paving are placed. Impacts

such as those described in the EIR for small distribution pipelines are more appropriately related to the development itself. The burden of mitigating overlapping environmental impacts related to development grading and construction should be stated as such.

On page 4.10-1, the text states that DSRSD would be physically capable of providing water service to the proposed project area but that an agreement with Zone 7 may not permit this service. The DEIR does not describe this Zone 7 agreement, nor does it discuss how it would have to be amended to enable DSRSD to provide water. Without this information it is not possible to assess the potential for DSRSD to supply water nor is it possible to compare this water supply option with others. This alternative should be evaluated in detail.

On page 4.10-2, the DEIR identifies water supply impacts that appear to be fundamental obstacles to development in the Dougherty Valley, yet does not provide any level of analysis as to how the City expects to overcome these obstacles. For example, the DEIR states on page 4.10-2 that providing water facilities to accommodate growth for the properties will be problematic and expensive. The DEIR does not provide any technical support for this statement. The DEIR on page 4.10-2 also concludes that, due to the drought, the short term future availability of water supplies to serve new development is extremely limited. The DEIR does not provide any indication as to how the City expects to overcome these critical impediments to development in the Dougherty Valley.

On page 4.10-4, the text states that the maximum service elevation for reclaimed water would generally be the project area below elevation 700 feet. San Ramon Ordinance No. 197 states that development would not be permitted in areas above elevation 500 feet with slopes greater than 10 percent. The DEIR should clarify whether the reclaimed water system will be designed to be compatible with Ordinance No. 197, which basically limits development to areas below the 500-foot elevation.

On page 4.10-12, the text states that a significant impact would occur if a) the existing water treatment and supply services could not serve the proposed project, b) the provision of public services would result in the need for plant capacity expansion beyond that already planned and c) the project would otherwise

result in demand in excess of the provider's current capacity. While the District concurs with these statements, the DEIR should provide the analysis that led to these conclusions. Given EBMUD's position on serving the proposed development, the DEIR should identify item "a" above as significant and identify measures capable of mitigating impacts. These statements apply to the consideration of water service for that portion of the Plan area outside the District's USB. The proposed Dougherty Valley Development project would require treatment and distribution system capacity expansion beyond that already planned.

On page 4.10-16, the text states that the Plan may contribute to water storage shortages during periods of drought and that this is considered a less-than-significant impact. The DEIR should provide technical support for the conclusion that water storage shortages are a less than significant impact. The DEIR's statement also implies that once the drought ends, the water supplies will be sufficient. Again, this implication should be substantiated.

It is the District's view that any reduction in emergency and/or fire storage, especially during drought operations, is considered significant. Reduction in emergency storage could result in further reduction in carryover storage volume and therefore a shortage that would increase the percentage reduction in demand actually experienced by the average customer during the period of water rationing in 1977. Any increase in the above-referenced percentage reduction in demand would be inconsistent with District Policy 52 entitled Water Supply Availability and Deficiency.

On page 4.10-17, the text states that annexation of the Plan area to the water service providers' current service area is needed to obtain water and that project impacts would be mitigated to a less-than-significant level by this annexation and approval by the service provider. Further clarification is required on this topic. The DEIR should provide an analysis of the impacts resulting from annexation. In addition, it should provide documentation as to how a LAFCo approval would mitigate the significant impact associated with providing utility services.

LAFCo has a duty to determine planning boundaries and ultimately annexation areas for municipalities. At the same time its must

assess a wide range of service issues that accompany development planning. LAFCo must consider the adequacy of alternative methods of providing service which in turn can determine the patterns and densities of development. In order for LAFCo to make this assessment, it must have before it an adequate EIR which addresses each of these subjects in sufficient detail to allow for an informed LAFCo determination under the Cortese/Knox Act relating to sphere of influence and annexation determination.

In the Dougherty Valley area, analysis of these issues are very important as LAFCo must have before it sufficient environmental documentation to allow it to determine whether provision of services to this large acreage is appropriate and feasible. In particular, the EIR must provide an analysis of cumulative and growth inducing impacts regarding the provision of services to this area including the effects on water purveyors, respective water supplies, costs of the provision of services, and adverse effects which may occur to existing customers or facilities.

Among the matters that must be analyzed is the question of whether a purveyor has the commitment and financial capability to serve areas outside of a purveyor's boundaries, and whether the extension of service will harm the purveyor's ability to serve existing undeveloped properties within the existing service boundaries.

On page 4.10-18, the text identifies the need for major additional water facilities as a significant impact. While the District concurs with this statement, the DEIR fails to provide a description of the major water facilities necessary to serve the project and fails to provide any level of impact analysis resulting from the installation of facilities and the provision of water service.

Further, on page 4.10-18, the text implies that payment of application fees, service charges and capacity charges to the District will mitigate impacts to a less than significant level. The DEIR provides no evidence as to the efficacy of this mitigation measure. While the project applicant is responsible for the cost of providing infrastructure, this financial payment does not offset impacts related to the construction of water supply, treatment, transmission, distribution and storage facilities nor the related impacts on existing customers. These impacts should be assessed.

That portion of the Dougherty Valley development area located within the District's service area and USB would be required to pay the District's System Capacity Charge (SCC) developed for Region 7. Any potential service outside the District's USB will require the development of a new SCC region reflecting costs including providing additional water supply, conveyance, treatment, pumping, transmission and storage facilities.

On page 4.10-19, the text states that the short-term availability of water supplies to serve new development is extremely limited and that until additional long-term supplies are secured to service demands in the Tri-Valley Region, cumulative effects would remain significant. The DEIR states that this is an unavoidable impact and that no mitigation measures are available. CEQA requires an EIR to identify mitigation measures when an impact is determined to be significant. CEQA Guidelines Section 15126 (c). The project's contribution to cumulative water impacts could be mitigated by selecting a lower density development or by selecting the no project alternative.

In addition, the DEIR does not assess the project's contribution to long-term water supply deficiencies. The DEIR should consider the effect of this development in contributing to the need for new sources. If EBMUD is forced to serve the Dougherty Valley, that project will be responsible in part for impacts resulting from securing new sources of water. Such impacts include potential riparian damage, impacts on fish and wildlife, and loss of wetlands and visual and recreational issues relating to increased diversions from water sources.

The DEIR implies that cumulative water impacts can be mitigated once a long term additional water supply is secured. The DEIR in this instance treats the long term adequate supply of water as a foregone conclusion. While the District's ongoing Water Supply Management Plan is conducting studies to determine the potential for new sources of water as well as alternative means of freeing up potable water including reclamation and reuse, the EIR cannot assume the results of that effort. The EIR must set forth the basis supporting the conclusion that these cumulative impacts will be mitigated.

On page 4.12-5 the DEIR states that EBMUD water distribution pipelines will come within 100 feet of the three known cultural resources. Without further clarification, it is difficult to

assess if the potential pipeline impacts are unique to the water pipeline. Will the water pipeline, sewer pipeline, storm drain and paved road also follow this same course? Clearing and grading operations by the developer should be aware of such precautions. Further, where are these water pipelines located relative to the District's service area and USB? These issues should be elaborated upon in the project EIR.

Comments on Chapter 5 (Cumulative Impacts)

Overall, the DEIR provides only a cursory review of cumulative impacts. In most instances, the DEIR simply lists cumulative impacts without providing any analysis of the expected severity of the impacts. For example, the text on page 5-5 states that under normal precipitation conditions, adequate water supplies may be available to service planned cumulative development and the project demand as well. The DEIR provides no technical support for this statement. Speculation as to confidence in adequate supply relative to existing drought demand patterns is premature. Increasing governmental involvement and regulation of the District's Mokelumne rights and American River entitlements are severely limiting the ability to define the supply capacity available to the District under normal rainfall years as well as under drought operating scenarios. The District's Water Supply Management Program EIR/EIS is evaluating the District's short-term and long-term supplies. The EIR should analyze these cumulative impacts as they may affect the availability of water supply for the project area.

Comments on Chapter 6 (Growth-Inducing Impacts)

The text on page 6-2 indicates that extension of new services to the Plan area will not create a growth-inducing effect if services are planned to service the amount of growth defined by the Plan. While this system of only planning for approved development may work in theory, it does not work in practice. Despite EBMUD's policy prohibiting the annexations of new land into its ultimate service boundary, development projects continue to be approved.

It is also apparent from this DEIR statement, that the project applicant is taking a narrow view of growth inducing impacts. It is critical that the DEIR recognize that the approval of the Dougherty Valley project will undoubtedly encourage the

conversion of lands which would have remained undeveloped because water supply was previously unavailable (i.e., the Tassajara Valley). The District relies upon an accurate depiction of growth inducing impacts for its facilities planning. The DEIR should examine the impacts to EBMUD with regard to its inability to prepare realistic plans, projections and forecasts resulting from land use agencies exceeding their own demand projections.

Comments on Chapter 11 (Off-Site Alternatives)

On page 11-8, a statement is made that most of the site is outside EBMUD's recently established "ultimate boundary". The creation of the ultimate boundary was not a recent event. The District's USB was first established in 1937 when application was made to the State for water rights licenses for use of water from San Pablo and Upper San Leandro Reservoirs. The "Ultimate Limits of Area to Receive Water Service" was delineated on a map and filed with the State. The ultimate boundary was expanded by the District when major annexations were completed in the San Ramon Valley in the 1960s and as other smaller annexations outside of or extending across the boundary were completed in later years.

On pages 11-8 and 11-14, a statement is made that 85 percent of EBMUD's water supply comes from the Mokelumne River with 15 percent acquired from local runoff. More accurately, yield from local runoff constitutes about 10 MGD in normal hydrologic years and zero flow during drought conditions. Therefore, local runoff averages only about 5 percent of today's average daily demand.

On page 11-14, the current average daily demand of 220 MGD is stated along with an anticipated increase to 270 MGD. The District's planning level of demand should be corrected to read 250 MGD, the total demand (277 MGD) less additional savings from existing and adopted conservation and reclamation measures (27 MGD). Given the current drought, District customers are conserving and the daily demand is about 200 MGD.

Page 11-8 of the DEIR indicates that most of the West Dublin site alternative lies outside EBMUD's recently established "ultimate boundary." The DEIR goes on to state that due to a recent freeze on annexations beyond their "ultimate boundary", EBMUD is not likely to become a major water service provider to the site. As we indicated above, the term "recent freeze" is not an accurate representation of EBMUD's position on annexation. In addition,

the DEIR needs to recognize that both the West Dublin site and the Dougherty Valley are outside the USB. Therefore, EBMUD is not likely to become a major water service provider to either site.

COMMENTS REGARDING RECLAIMED WATER USE

EBMUD supports the use of reclaimed water for landscape irrigation and other appropriate uses, and offers the following clarifications regarding the potential for a reclamation project in the San Ramon Valley area:

4.10-1. The agency selected for purveying water should be the agency responsible for both potable and reclaimed water service.

4.10-3. The Memorandum of Understanding between EBMUD and DSRSD provides for cooperation in planning to avoid a duplication of efforts. There is no joint feasibility study.

On page 4.10-21 (Table 4.10-2), projected wastewater generation at buildout is estimated to be 5,600,000 GPD at buildout. This value is equal to about 57 percent of the estimate average water use also projected at buildout. Will the full reclamation potential in the Dougherty Valley area be supplied from within the development area or will additional treatment and/or supply capacity be required? What is the potential for additional uses of nonpotable supplies?

Reclamation in the portion of the San Ramon Valley within EBMUD's USB is being considered as part of the District's Water Supply Management Plan EIR/EIS. This plan will generally evaluate the appropriate level of service for reclamation projects along with other program elements to meet the District's future water supply needs.

Reclaimed Water Demand. There appears to be a discrepancy in the reported reclaimed water demand for the project area: 3,950 ac-ft/yr (DEIR, 4.10-4) and 2,730 ac-ft/yr (DEIR, 4-10.13). This should be corrected.

Reclaimed Water Costs. The mitigation for major additional water service facilities (DEIR, 4.10-18) should make it clear that the payment of fees includes those for reclaimed water services.

June 22, 1992

Mr. Dean Mills, Project Manager
Planning Services Division
City of San Ramon
2226 Camino Ramon
San Ramon, CA 94583

SUBJECT: Final Environmental Impact Report for the Dougherty
Valley Growth Management Plan and Specific Plan

Dear Mr. Mills:

The East Bay Municipal Utility District (District) has reviewed the Final Environmental Impact Report (FEIR) on the Dougherty Valley Growth Management and Specific Plan. Though the District appreciates the recognition by the City that water service is a significant issue, the FEIR does not respond adequately to the District's comments on the Draft EIR (DEIR) and fails to address serious water supply issues. This letter, together with the attached comments and our previous letter of January 2, 1992, comprise our full comments on the EIR as well as the District's position on its water supply situation.

The District is unable to make a commitment to supply the portion of the proposed Dougherty Valley project currently outside its Ultimate Service Boundary with water. From the EIR's documentation to date, it appears that no other water service provider is able to make a firm commitment. This is a fundamental program level issue which should be addressed in the FEIR and resolved prior to plan approval; it is not an "implementation" issue to be resolved at some time after plan approval. The FEIR is legally deficient because it postpones this fundamental analysis of the water supply situation until after the City's approval of the Specific Plan.

The District is forecasting the potential for significant drought related shortages within the current decade. Furthermore, the likelihood that this situation will change within the foreseeable future is remote. A forecast of potential water supply shortages is indicated on Figure 1. This figure reflects a forecast of normal demand based upon the most current population and employment estimates available. The supply forecast is based upon current water supplies available to the District and

Mr. Dean Mills
June 22, 1992
Page 2

District policies concerning rationing in response to future drought. During normal water years, there is sufficient water to supply future demand within the current Ultimate Service Boundary through the year 2020. Planning for future drought scenarios (to provide adequate water supplies after rationing has been imposed) controls the relationship of demand and supply as depicted in Figure 1.

As part of the Water Supply Management Plan (WSMP) process currently underway, the District is aggressively pursuing alternatives designed to eliminate these potential supply shortages for current and future customers within the existing Ultimate Service Boundary. Alternative programs include increased conservation and reclamation, ground-water storage, increased above-ground storage, and the potential of a new water supply from the American River or from the Delta. Until a decision is made as to the implementability of one or more of these programs and the potential for supply shortages to existing customers and/or forecasted development within the current Ultimate Service Boundary is reduced, the District is not in a position to consider any service beyond the current Ultimate Service Boundary. This reality conflicts with the development identified in the City's proposed Specific Plan which anticipates substantial residential growth and substantial water demand in the next twenty years outside the current Ultimate Service Boundary.

The infrastructure necessary to support the Dougherty Valley development will be carried by the development itself through a combination of financing devices such as a community facilities district. These financing devices, in turn, depend on an assumed rate of development. The City should be aware that sufficient water may not be available to serve that development. This issue should be confronted now, prior to a basic commitment to the project, rather than at some later time. The District has a reasonable right to avoid being placed in the position of sacrificing water supply and water quality for residents of its existing service area and proposed developments inside of its Ultimate Service Boundary because of new developments outside of its Ultimate Service Boundary which fail to take the realities of water supply into account at the time of approval.

The Dougherty Valley FEIR proposes as a mitigation measure a feasibility planning study to determine sources of water supply, a water supply route and potential environmental effects resulting from the provision of new sources of water. Such a study would indeed be necessary to determine whether water supply is available to this project since the District's current efforts do not evaluate water supply options beyond its existing Ultimate Service Boundary.

Mr. Dean Mills
June 22, 1992
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EBMUD would be willing to participate in such a planning study assuming appropriate cost reimbursement is provided. It is emphasized, however, that the City's study should be completed as part of the environmental review completed prior to the approval of the specific plan, since it may well be that the result of the study will be a determination that adequate water is not available during much of the period when development is contemplated. Counsel to the District has noted that approval of a project without first resolving uncertainties regarding the project's potential to cause significant environmental impacts violates the California Environmental Quality Act (CEQA), reference Sundstrom v. County of Mendocino, 202 Cal. App. 3d 296, 307 (1988).

In Sundstrom, Mendocino County attempted to satisfy CEQA by approving a project subject to conditions requiring the applicant to prepare hydrology studies for planning staff review and to adopt mitigation measures recommended in those studies. The court rejected this approach because subsequent studies allow the project to circumvent CEQA's requirements regarding the environmental review process. Id. at 307. The court noted that simply requiring administrative approval of the applicant's studies would fail to comply with CEQA's detailed requirements regarding the scope and content of EIRs and, more importantly, the late studies would not be available for review and comment by the public and interested agencies. Id. at 308. The most fundamental concern underlying Sundstrom was that even if the required conditions had been adequate, the need for post-approval studies demonstrated the inadequacy of the County's environmental review. Id. Similarly, the fact that the FEIR for the Dougherty Valley Specific Plan calls for the preparation of a feasibility study after project approval serves to highlight the substantive inadequacies of the EIR.

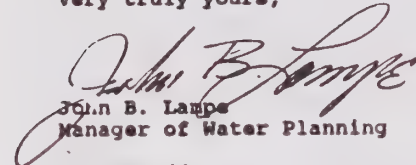
Furthermore, the FEIR inappropriately characterizes the feasibility study as a "mitigation measure". First, as indicated above, the study is an essential part of an adequate environmental impact report; it cannot be a mitigation measure. Secondly, the FEIR concludes that the "significant" impact of inadequate water supply would be mitigated to "insignificance" by completion of such a study. There is no evidence in the EIR that such a study would find an adequate water supply available.

The above issues, plus additional comments included herein as Attachment A, should be addressed in a revised Draft Program EIR. The revised draft EIR will undoubtedly contain important new information and should therefore be recirculated for additional public comment.

Mr. Dean Mills
June 22, 1992
Page 4

The District would welcome the opportunity to discuss these comments with you at your convenience. If you have any questions, or need more information, please contact William R. Kirkpatrick, Manager of Water Distribution Planning, at (510) 287-1301.

Very truly yours,


John B. Lampe
Manager of Water Planning

JBL:WRK:dd
Attachments
92.16

cc: James Cutler, Assistant Director of Comprehensive Planning,
Contra Costa County
Crystal Hishida, Alameda County LAFCO
Anna Maria Perrella, Contra Costa County LAFCO
EBMUD Board of Directors

COMMENTS AND QUESTIONS ON SECTION 4.13 OF CHAPTER 6

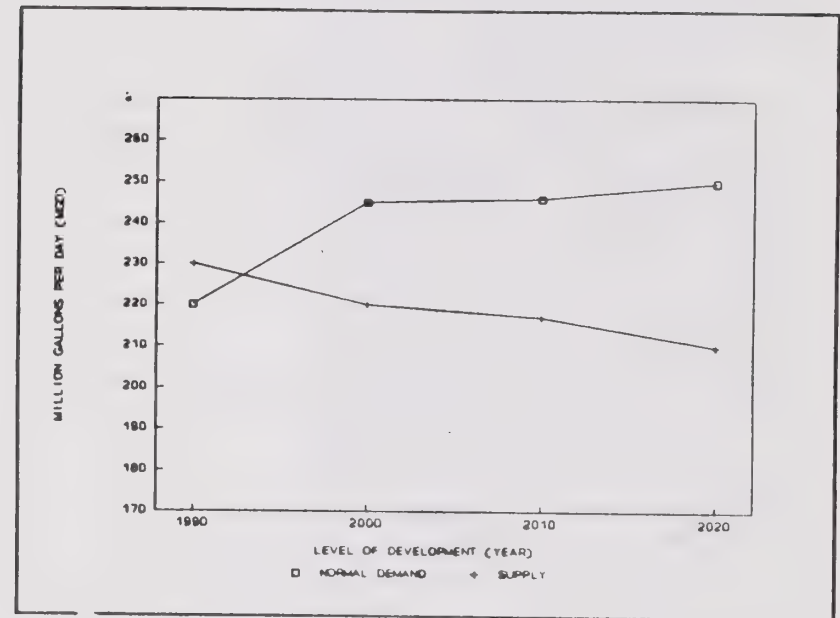
OF THE DOUGHERTY VALLEY FEIR

Page/Paragraph/Sentence

- 5/5/2 "...any new annexations of land to the EBMUD ultimate service boundary ~~could~~ would result in a need for new water supply sources."
- 7/1/3 "...(where EBMUD's contract with the U.S. Bureau of Reclamation allows the diversion of American River water entitlements are diverted)..."
- 7/2/2 Add the following bullets:
- Requirements for instream flows for fish
 - Channel losses, which may in part be due to groundwater overdrafting
- 7/2/3 In addition, ~~growing emphasis on state and federal proceedings are scheduled to consider the need for additional flow requirements for the protection of fish, wildlife and riparian habitat in the Mokelumne River and in the San Francisco Bay and Delta. These proceedings could determine a suggest the potential~~ need for increased downstream releases which will cause less water to be available for use in EBMUD's service area uses.
- 10/2/1 "...demand consumption reduction methods..."
- 10/2/5 "...[since September 1989] EBMUD has relied on voluntary water reduction..." This statement is not entirely correct. Voluntary rationing remained in effect until February 26, 1991 when a 15 percent mandatory program was initiated and has since been reaffirmed.

Mr. Dean Mills
June 22, 1992
Page 5

Figure 1 Normal Demand vs. Supply



Supply: Normal demand which can be satisfied during a drought (assuming 25% rationing)

Attachment A

COMMENTS AND QUESTIONS ON SECTION 4.13 OF CHAPTER 6
OF THE DOUGHERTY VALLEY FEIR

Page/Paragraph/Sentence

- 5/5/2 "...any new annexations of land to the EBMUD ultimate service boundary could ~~would~~ result in a need for new water supply sources."
- 7/1/3 "... (where EBMUD's contract with the U.S. Bureau of Reclamation allows the diversion of American River water entitlements are diverted)..."
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- 10/2/1 "...demand ~~consumption reduction~~ methods..."
- 10/2/5 "...[since September 1989] EBMUD has relied on voluntary water reduction..." This statement is not entirely correct. Voluntary rationing remained in effect until February 26, 1991 when a 15 percent mandatory program was initiated and has since been reaffirmed.

Page/Paragraph/Sentence

- 16/3 The measure identified as 4.13-1 is not a mitigation measure; it is simply a step required as part of the project. The identified impacts (violating existing policies and setting a precedent for annexation of additional areas, and growth inducement in the region) are in no way mitigated by this measure. The same applies to measures 4.13-3 and 4.13-4.
- 17/6 The measure identified as 4.13-5 is not a mitigation measure; it is simply a proposal to put off to a future date the assessment of the environmental impacts of constructing the additional water supply and transmission capability that would be needed to provide service to Dougherty Valley. The substantial environmental effects on the EBMUD water delivery system and associated waterways would be in no way mitigated by delaying the assessment of these impacts until after the Dougherty Valley FEIR is approved. In fact, it is interpreted by the District to be a violation of CEQA. The same applies to measures 4.13-7 and 4.13-8.
- 18/2/2 This paragraph states that EBMUD shall agree to annex the project site if the lead agency makes certain determinations regarding the feasibility of EBMUD's providing service. However, EBMUD must make its own determinations before agreeing to annex properties or to take other actions. The necessary determinations are also too vague or too narrowly stated.

Page/Paragraph/Sentence

The first determination, that EBMUD could serve the project "without reducing the level of service to existing EBMUD customers under normal meteorological conditions" needs to be clarified. Do these conditions include drought? What level of drought? The second determination, that "provision of service would not result in environmental effects to the sources of water for the provider" is too narrow, as there may be significant environment impacts other than impacts on "sources of water."

21/5 ~~According to my calculator,~~
10,231,750 gpd less 36% is 6,548,320 gpd. A 39% savings would be required to get down to 6,226,100 gpd. ~~Am-I missing something?~~

21/6 Why are the environmental impacts of decreased flows that would result from supplying this project beyond the scope of this EIR?

21-23 It appears an increase in demand for potable water of between 2,404,650 and 10,965,000 gpd is considered a significant impact, but that an increase in demand of 6,226,100 gpd is considered less than significant. The logic for these findings is not provided.

23/9 "Development under the plan may ~~contribute to stored~~ increase water shortages during drought periods."

24/1 What is this paragraph saying? It seems to say that reducing the total terminal reservoir storage volume is inappropriate and to account for this, the level of demand reduction through rationing would have to be increased.

24-25 It's not explained how these mitigation measures (4.13-13a to 4.13-13d) would reduce the significant impacts on drought-year shortages to insignificant ones.

Page/Paragraph/Sentence

26/8/5 "Consequently, the full 459 mgd EBMUD entitlements may ~~is~~ not be available for use..."

27/1/3 "EBMUD estimates its current demand...at approximately 277 MGD." The current average annual demand, estimated for calendar year 1992 if there were no drought, is about 225 MGD.

27/3 It's not explained how these mitigation measures would reduce the significant cumulative impact to less-than-significant.

15, 19 & 41 It appears that the FEIR assumes that the amount of water used by the proposed development will be less (about half, in fact) if served by DSRSD rather than by EBMUD or CCWD. What is the rationale for this assumption? DSRSD has projected half as much water use; please explain why the FEIR assumes this difference.

ATTACHMENT B

UPDATED WATER SUPPLY MANAGEMENT PROGRAM

INTRODUCTION

In May 1989, the District's Board of Directors adopted the Water Supply Management Program (WSMP) and expressed a preference for continuing engineering and environmental studies for the proposed Buckhorn Reservoir Project. Delta levee and foundation improvements, and new conservation, reclamation, treatment and watershed enhancement measures were also adopted.

The intent of the updated WSMP, now being developed, is to revisit the findings from the previous Board-adopted Environmental Impact Report. It is a complex multi-faceted program that includes a reevaluation of conservation and reclamation, regional evaluation of potential reservoir sites, new studies of supplemental water supply, and a means to secure the aqueducts from the effects of earthquakes and floods.

A draft EIR/EIS is expected to be completed by late Summer 1992. Elements of the updated WSMP are described in following paragraphs.

STUDY AREA

The WSMP is a planning effort dealing with complex issues related to long-term water supply availability and demand within the District's Ultimate Service Boundary (i.e. planning area). This planning area encompasses the District's Sphere of Influence (as determined by LAFCO) which generally coincides to the District's present service area. A majority of the Dougherty Valley Specific Plan area lies outside of the planning area.

PURPOSE AND NEED

Existing future water demand and supply conditions will be summarized to define the District's need for water during wet, normal and dry years. The need for water will be defined as the amount of water necessary to meet future system requirements. A major portion of the need analysis includes updating the population, housing, employment and other economic growth projections used to estimate future customer demand for water. The need analysis is based on growth only within the existing Ultimate Service Boundary (planning area).

Updated Water Supply Management Program
Attachment B
Page 2

PROGRAM LEVEL ALTERNATIVES ANALYSIS

The program level alternatives analysis will develop a framework for evaluating the project alternatives. Four evaluation categories 1) Operational, Engineering, Legal and Institutional, 2) Economic, 3) Public Health, Public Safety and Socio-cultural, and 4) Biological will be used to examine each of the project alternatives. A "no action" alternative will also be evaluated.

In addition, coordination with Contra Costa Water District (CCWD) on the Los Vaqueros Project will be included. Close contact between the District and CCWD is necessary to avoid conflicting statements between the two environmental reports that are expected to be released for public and agency review at about the same time.

REGULATORY PROCESSING

The regulatory processing analysis will define the necessary permits needed to construct structural Program components. Any significant institutional constraints will be identified and incorporated in the decision-making process used to define the updated WSMP.

CUMULATIVE IMPACTS

Delta Tributaries

The Delta Tributaries analysis is focused on the environmental issues associated with the Mokelumne and lower American Rivers. The analysis will include a review of existing District work and other data sources and identification of the environmental consequences of any proposed program. Technical studies include in-stream water quality, fisheries, wetlands, wildlife, recreation and visual resources.

Operations and Hydrology Studies

The District's Pardee, Camanche and Terminal Reservoir Operations Planning Model is being used to define potential hydrologic changes in the Mokelumne River system as well as Pardee and Camanche Reservoirs. Specified "operational scenarios" will be developed to define potential changes in stream flow regimes and reservoir operations under different water year type (wet, normal and dry).

GROWTH INDUCEMENT ANALYSIS

The growth inducement analysis will present the types of growth-inducing impacts associated with the District's water supply. This analysis will be conducted to address the concerns of the public and reviewing agencies. Existing data from Association of Bay Area Governments, local planning agencies and the State Department of Finance will be used along with interviews to define past economic growth-related trends and projections. District water use data will be used to estimate how much new economic growth could be supported by the total amount of water "made available" by the updated WSMP components.

18-1 Comment noted. EBMUD's position on being unable to make any commitment to supply the portion of the project outside its ultimate service boundary and the reasons given is acknowledged. Refer to response to Comments 18-2 and 18-7.

18-2 These comments are noted and substantive issues presented in each comment are addressed in the response below.

According to County policies, the project will not be constructed without an adequate water supply. Approving the General Plan Amendment, Specific Plan, or Preliminary Development Plan is not sufficient authorization to allow the project to proceed. Therefore, identification of the ultimate water purveyor is not required before these approvals. However, the County will not allow development without annexation to one of the identified water providers or some other assurance of water service.

The Draft EIR recognizes that annexation to a water purveyor is ultimately a determination of the appropriate LAFCO, which will consider the purveyor's ability to serve the area to be annexed. LAFCO will consider both the purveyor's planning policies and available and potential supplies. The environmental issues that LAFCO must address are therefore considered in the Draft EIR, but determinations regarding annexation that are the legal responsibility of LAFCO are not appropriate.

The Draft EIR is required to consider impacts on public services and mitigation measures for those impacts, but it is not a guarantee of consistency with growth management policies. The County's growth management policies do not require a firm commitment regarding water supply before approval of a General Plan Amendment, Specific Plan, or Preliminary Development Plan because these approvals do not constitute authorization to construct the project. These policies require that the provision of public services be assured before development can occur, including a water service performance standard, policy, and an implementation measure. Therefore, these policies preclude the approval of any development without an adequate water supply. They do not require the County to identify the ultimate purveyor of water before adopting conceptual planning approvals or documents such as preliminary development plans.

In conclusion, if no water service is available to the portions of the planning area outside EBMUD's boundaries, the site would not be developed, and therefore, could not result in adverse environmental impacts.

18-3 Refer to response to Comment 18-2.

18-4 Refer to response to Comment 18-2.

18-5 Refer to response to Comment 18-2.

18-6 Refer to response to Comment 18-2.

- 18-7 Refer to response to Comment 18-2.
- 18-8 Refer to response to Comment 18-2.
- 18-9 Refer to response to Comments 18-2 and 18-17.
- 18-10 Significant cumulative impacts on public services, including potable water supplies, were identified in Chapter 17 of the Draft EIR. Until long-term supplies are secured to serve demands in the region, the cumulative impacts will remain significant.
- 18-11 Comment noted. Refer to response to Comment 18-2.
- 18-12 Comment noted. Refer to response to Comment 18-2.
- 18-13 The comment is incorrect. The impact of the need for additional water supplies remains significant and unavoidable and cannot be mitigated to insignificance with the use of reclaimed water. Implementing the use of reclaimed water would, however, reduce the severity of the impact.
- 18-14 Comment noted. No change to the Draft EIR is required.
- 18-15 Comment noted. Refer to response to Comment 18-2.
- 18-16 Comment noted. Refer to response to Comment 19-47 for additional information about the MOU and changes made to the discussion of page 5-8. It is also noted that the ultimate water purveyor for the project would not necessarily be the responsible entity for reclaimed water service.
- 18-17 Comment noted. CEQA requires a reasonable attempt to predict project impacts and identify mitigation measures for those impacts. CEQA does not require detailed information about environmental impacts of constructing facilities whose construction is uncertain and which, should they be constructed, will be subject to their own environmental review. Neither CEQA nor the County's growth management policies require identification of the ultimate water purveyor before approval of the General Plan Amendment, Specific Plan, or Preliminary Development Plan for these reasons.

Until the water purveyor is identified and the actual use of and need for reclaimed water are determined, the offsite distribution facilities that will be required for these services are also uncertain. Any analysis of the impacts of these facilities would necessarily be speculative. In light of this uncertainty, the EIR reasonably examines water supply impacts by listing the facilities that may be required under two scenarios for water provision. Therefore, the ultimate provider will be required to consider the environmental effects of the required facilities and additional details about reclaimed water facilities were not added to the EIR.

- 18-18 Table 3-1 of Appendix E lists the seasonal peak recycled water demand at 3.66 MGD, which was the figure used in the Draft EIR. Tables 3-9 and 3-10 list the projected average dry weather wastewater flows at 2.5 and 3.1 MGD, respectively. These figures were the basis for the analysis and should not be confused with other figures in Appendix E not discussed in the EIR.
- 18-19 Comment noted. Refer to response to Comment 18-17.
- 18-20 Comment noted. Refer to response to Comment 18-17.
- 18-21 Comment noted. Land use designations were described on pages 3-12 and 3-13, and the Final EIR is hereby amended to include the "GC" definition. Refer to the Errata. Detailed background information about the development of water use factors for P/SP was not included in these tables because it would not substantially change the analysis and could confuse the issues with unnecessary details.
- 18-22 The Draft EIR states that impacts on public services and utilities are considered significant if implementation of the project would require extension of a public service or utility to an area not planned for service (pages 5-31 and 5-32). The Draft EIR concluded that because the project will require extension of water service to an area not currently planned for service, the impact of the project on the need for potable water is significant and unavoidable and cannot be mitigated to a less-than-significant level with the use of reclaimed water. The use of reclaimed water would only reduce the severity of these impacts. Refer also to response to Comment 18-13.
- 18-23 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.

DUBLIN
SAN RAMON
SERVICES
DISTRICT



PH 4:41

PLANT DEPT

7051 Dublin Boulevard
Dublin, California 94568
FAX 510 829 1100

510 828 0515

August 3, 1992

Mr. James W. Cutler
Assistant Director - Comprehensive Planning
Contra Costa County Community Development Dept.
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553-0095

Subject: Comments on the Draft Environmental Impact Report for the Dougherty
Valley General Plan Amendment, Specific Plan and Related Actions -
County File #2-91-SR

Dear Mr. Cutler:

The comments of the Dublin San Ramon Services District on the Draft Environmental Impact Report for the Dougherty Valley General Plan Amendment, Specific Plan and Implementing Project Entitlements of June, 1992 are included in this letter and its attachment. As you are aware, the District has been discussing this project with County staff and consultants throughout the preparation of the Specific Plan. The District also has worked and will continue to work very closely with the developers to provide the necessary information related to possible utility services by this District.

The Environmental Impact Report is an examination of the impacts of the development project identified in the Specific Plan and General Plan Amendment. The proposed Specific Plan and General Plan Amendment would provide for construction of up to 11,000 homes. If served by us, this development would be the single largest project in the history of the Dublin San Ramon Services District. As such, this project received very careful analysis and thorough environmental review by this District. In the EIR, General Plan Amendment, and Specific Plan the District is not named as a service provider; however, the Environmental Impact Report identifies the impacts associated with the District potentially being the service provider for wastewater, recycled water and water utilities. Furthermore, we have been requested by the project proponents to consider the possibilities of utility service to the Dougherty Valley. Therefore, we have commented on the Environmental Impact Report as

Mr. James W. Cutler
August 3, 1992
Page 2

if the District were named as a service provider in the Specific Plan and General Plan Amendments in accordance with our policy on providing utility service.

Sewage Service

In not naming DSRSD as a service provider, the EIR and Specific Plan make major assumptions that are not explicitly stated in either document. The first major assumption, that sewer service to the area will be directly from Central Contra Costa Sanitary District (CCCSD) as opposed to DSRSD, presupposes that the Tri-Valley Wastewater Authority (TWA) project will not occur. We believe this is an overly pessimistic outlook towards the on-going work by TWA and the staff of CCCSD and DSRSD. For example, TWA has already received public comments on its draft Subsequent EIR and is preparing responses to written comments. Certification of the TWA SEIR should occur later this summer or fall. There are also several other logical reasons for DSRSD to be the sewer service provider to the Dougherty Valley:

- Part of the planning area, the Camp Parks property, is already in the District's annexed territory. As such, the proposed community college and/or the portion of Windemere property that will be exchanged with the Army are also currently in the District.
- The natural topography of the development drains toward DSRSD and the proposed TWA north pumping station. TWA and its proposed pumping station will be required to serve proposed East and West Dublin developments regardless of whether DSRSD serves the Dougherty Valley. Therefore, it makes sense to construct only one regional TWA pumping station to pump sewage to CCCSD as opposed to a TWA pumping station and a separate CCCSD-Dougherty Valley pumping station. Economies of scale favor one main TWA pumping station. This will result in lower overall cost of service to future residents of Dougherty Valley.
- CCCSD and TWA are actively pursuing an agreement wherein DSRSD will be the local service provider and CCCSD will provide sewage treatment. CCCSD and DSRSD have publicly expressed their support for this arrangement.

We strongly recommend that the County reconsider its approach on sewer service for the Dougherty Valley and recommend DSRSD as the preferred local service provider. We believe that County staff have been premature in reaching a pessimistic conclusion to the ultimate outcome of the TWA project and the efforts of DSRSD and CCCSD staff. We

suggest that your present strategy of direct service by CCCSD be pursued as the fall back position.

Water Service

Juxtaposed against the pessimistic outlook for TWA, we also note that the EIR is very optimistic in assuming that EBMUD will be the ultimate potable water service provider. We suggest that DSRSD be named as a potential potable water service provider for the majority of the plan area that is outside of the existing EBMUD ultimate service boundary. DSRSD is presently the water purveyor for Dublin and will be expected to serve the proposed West and East Dublin developments. In response to requests from the Dougherty Valley project and West Dublin project developers, and at the developers' expense, DSRSD is undertaking a Water Resources Acquisition Study. We believe that water needs for future developments located outside of existing service boundaries will be met by a combination of three basic water management approaches:

- Acquisition of water rights that can be transferred to Zone 7 and/or DSRSD.
- Aggressive promotion and use of recycled water from the DSRSD wastewater treatment plant in Pleasanton in accordance with the District's policy on recycled water to offset potable water demands for irrigation if DSRSD is a service provider in the Dougherty Valley.
- Completion of Best Management Practices for Urban Water Conservation. DSRSD has adopted the state-wide "Memorandum of Understanding for Urban Water Conservation" that forms the basis for the BMPs. The BMPs include requirements for water efficient landscaping, the use of water efficient fixtures and appliances within new homes, and other means to conserve potable water.

We would also be remiss not to mention that there remain institutional and other issues to be addressed with Zone 7 should DSRSD become the water purveyor for Dougherty Valley. However, because of the on-going Water Resources Acquisition Study and our proximity to the area, we suggest that DSRSD be named equally with EBMUD potable water purveyor to the Dougherty Valley.

Recommended Approach

Accordingly, we recommend that the County revise the Specific Plan and General Plan Amendment so as to set the stage for service provider options described in the EIR and to

make them consistent with the EIR's examination of impacts to those service providers. The following approach would be workable in this regard:

- Identify a preferred service provider for each of the utilities;
- Identify viable alternative service providers in the event that the preferred service provider does not ultimately provide service;
- Require the project proponents to fund studies prepared by the potential service providers investigating the feasibility of providing service. Upon completion of the studies, each utility's ability to serve can be evaluated as can the cost of service.
- Use language throughout the utility portion of the Specific Plan such that any service provider could ultimately provide services if called upon to do so.

Issues Raised During Public Comment Period

Finally, the District is compelled to address concerns raised by the City of Dublin at the public hearing for this EIR. Those comments suggested that DSRSD should not be considered as a wastewater or water provider until adequate sewage capacity and water supplies are assured for proposed development in the existing DSRSD service area.

Addressing wastewater capacity, DSRSD currently has 2806 dwelling unit equivalents of sewage capacity available for sale. This represents approximately 0.62 mgd of Average Dry Weather Flow (ADWF). The ultimate sewage capacity needs for infill within our existing service area is 0.41 mgd ADWF. Thus, adequate sewage capacity for proposed development in our existing service area is assured. This also means that the Tri-Valley Wastewater Authority project must proceed to meet the needs of proposed development in East and West Dublin which require substantially more capacity than would be available after serving infill demands regardless of whether or not DSRSD serves the Dougherty Valley. Thus, DSRSD sewage service in the Dougherty Valley cannot possibly adversely impact the needs of existing customers or development needs in the City of Dublin.

With regard to the water supply issue, the DSRSD Water Policy adopted on February 4, 1992 clearly states that the District's obligation is first and foremost to its existing customers. Any water supplied to the Dougherty Valley or other areas outside of Zone 7's territory would be provided only if an independent long term water supply can be secured. If such a long term supply is secured, it will not only provide water for areas such as the Dougherty Valley but will stabilize the water supply in times of drought to our existing customers as


Mr. James W. Cutler
August 3, 1992
Page 5

well. The cost of acquiring new water resources as well as the increased cost of serving this new water will not be borne by the existing DSRSD water customers. It will be funded by the project proponents and future customers in those areas. Thus, again DSRSD water service in the Dougherty Valley cannot possibly adversely impact the needs of existing customers or development needs in the City of Dublin.

11
(cont.)

As previously noted, detailed comments on specific sections of the EIR are attached. The District appreciates the opportunity to provide these comments on this major development project being considered by Contra Costa County. If you should have any questions on these comments, please contact Robert Gresens, Bruce Webb, or the undersigned.

Sincerely,



BERT MICHALCZYK
Technical Services Manager

BLM:sjc

Attachment

cc: Richard Ambrose, Dublin City Manager
Dennis Carrington, Dublin Senior Planner
Dean Mills, San Ramon Assistant Planner
Herb Moniz, San Ramon City Manager
Lawrence Tong, Dublin Planning Director

COMMENTS ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
DOUGHERTY VALLEY GENERAL PLAN AMENDMENT,
SPECIFIC PLAN AND RELATED ACTIONS
(County File #2-91-SR)

CHAPTER 1 - INTRODUCTION

1. Page 1-2 - It is stated that the EIR discusses specific issues and concerns identified in comments received on the Notice of Preparation (NOP). DSRSD responded to the NOP in our letter of May 14, 1991 to Mr. James Cutler. With two exceptions, the EIR responded to the issues and concerns raised. Those two exceptions are:

- The EIR does not discuss the need for permitting by the Regional Water Quality Control Board, the California Department of Health Services and this District for the use of recycled water. 12
- The EIR does not discuss the impacts of recycled water application in the Dougherty Valley on the Livermore-Amador Valley groundwater basin and on surface water quality. 13

These points are also noted below where appropriate.

2. Page 1-6, Section entitled "Other Required Approvals" - It should be noted that a waste discharge permit for recycled water will be required from the Regional Water Quality Control Board after consultation with the California Department of Health Services for the recycled water element of this project. This permit must be obtained by the Dublin San Ramon Services District as discharger of recycled water. 14

CHAPTER 2 - SUMMARY

Appropriate changes should be made to this section consistent with comments made by DSRSD on subsequent sections of the EIR.

CHAPTER 3 - PROJECT DESCRIPTION

1. Page 3-23 - Domestic Water - The southern portion of the planning area is within the service area of DSRSD. Given the property exchange noted on Figure 3-5, a portion of the Windemere developable area is actually already in DSRSD's service area. 15

2. Page 3-23 - Domestic Water - Since the EIR assesses impacts and proposes mitigation measures for a DSRSD water system, it is important to include details about a DSRSD water distribution system. A conceptual DSRSD potable water system layout for the Dougherty Valley (exclusive of the northwestern area that lies within the EBMUD ultimate service area) is enclosed as Figure 5-1 of Attachment A.

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Significant off-site facilities that will be required for DSRSD potable water service include:

- A new Zone 7 turnout in the vicinity of existing DSRSD turnout No.1 at the intersection of Dougherty Road and the Southern Pacific Right-of-Way.
- A 24-inch diameter transmission main routed along Dougherty Road to a new pumping station located at the southern portion of the Windemere/proposed Community College site.

Besides these requirements, water rights that could either be transferred to Zone 7 (or directly used by DSRSD) will need to be acquired. DSRSD has hired a consultant to complete a water resources acquisition study for this purpose. With the use of recycled water to decrease potable water demands, it is estimated that annual potable water demand for this portion of the Dougherty Valley would amount to approximately 4600 acre-feet (based on 4.12 mgd). To determine off-site requirements for Zone 7, additional study is required of the Zone 7 transmission mains, pumping systems, and treatment plant. Should Zone 7 not serve this area, a separate treatment plant and aqueduct into the Tri Valley would be required; this could be satisfied in whole or in part with the DWR South Bay Aqueduct. In this case, further study would be required to determine whether an independent DSRSD aqueduct and potable water treatment plant could be feasible.

3. Page 3-23 - Reclaimed Water - This section states that Figure 3-12 shows a gravity flow distribution system (emphasis added) for reclaimed water. It is unclear exactly what this means. Any DSRSD recycled water distribution system will be pressurized and include pump stations and reservoirs.

4. Page 3-23 - Reclaimed Water - This section states in part that EBMUD and DSRSD have recently signed a MOU to study the feasibility of irrigating the I-680 corridor and which may provide the necessary channels to initiate a recycled water program for the Dougherty Valley. The MOU actually provides as follows:

"It is recognized that portions of San Ramon Valley and adjacent areas where recycled water use could be considered are currently outside the service areas of both parties. (The MOU states) the agencies would plan for any recycled water facilities crossing or adjacent to the Dougherty Valley to accommodate

future service if such service is approved by each of the respective Boards."

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The MOU also called for both Districts to reach agreements on possibilities for environmental documentation, facilities design, construction, financing, ownership and operation and maintenance for projects by March, 1991. One such an agreement was drafted by staff of both agencies. It was approved by the DSRSD Board of Directors in March, 1991. The EBMUD Board of Directors have not yet acted on it. As a result, joint water recycling planning between the two agencies is at a standstill. DSRSD is currently evaluating whether to proceed alone.

5. Page 3-24 - Sanitary Sewer - The EIR states that "it is possible for the Tri-Valley Wastewater Authority (TWA) to serve the planning area through DSRSD collection facilities that would convey wastewater through TWA facilities to a CCCSD treatment facility for discharge into Suisun Bay" and that this possibility is discussed below in the EIR. We can find no such discussion other than in subsequent chapters of the EIR.

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In considering this as a possibility, it must be noted that TWA is a joint powers agency (JPA) that only has those powers given to it by its member agencies as stipulated in the JPA. Properly stated under this scenario, properly stated DSRSD would be the provider of sanitary sewage services and would contract with TWA to provide treatment and disposal of that sewage once it is delivered to a specified point. TWA, in turn, would contract with CCCSD for treatment discharge into Suisun Bay. The implication that TWA is an agency that is directly serving the planning area is not correct.

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6. Figure 3-11, 3-12, and 3-13 - These figures should be supplemented with enclosed Figures 5-1 and 6-1 of Attachment E to these comments that show the water, distribution and wastewater collection systems that would be required if DSRSD were the service provider. Only by doing so can a proper evaluation be made of the impacts of DSRSD service. Appendix E to the County's EIR notes that the facilities which were the subject of the environmental evaluation were the most conservative ones. While this may be appropriate on the project site, different service providers will have different impacts off the project site. These off-site impacts should also be evaluate and analyzed while considering the impacts of each service provider.

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7. Page 3-27 - Local Agency Formation Commission Application for Reorganization - This section should state that the majority of the assessed valuation of property in DSRSD currently lies in Alameda County. As such, the Alameda County LAFCO has jurisdiction over changes of organization and reorganization in Contra Costa County unless jurisdiction is relinquished to Contra Costa LAFCO pursuant to Sections 56387 and 56388 of the Cortese-Knox Local Government Reorganization Act. Alameda County LAFCO would decide issues of reorganization involving

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DSRSD. Please note that proper LAFCO jurisdiction may also need to be determined for EBMUD for the same reason.

8. Page 3-28 - Local Agency Formation Commissions - The above comment on LAFCO jurisdiction is applicable here as well.
9. Page 3-28 - Regional Water Quality Control Board - A waste discharge permit must be obtained by DSRSD as the discharger of treated wastewater as mandated by State law to allow the recycled water element of the project to move forward. This permit must be obtained from the Regional Water Quality Control Board - San Francisco Bay Region No. 2.

CHAPTER 4 - LAND USE

No Comments

CHAPTER 5 - PUBLIC SERVICES AND UTILITIES

1. Page 5-1 - The EIR states that the information presented in this chapter is summarized from the Brown & Caldwell Dougherty Valley Water, Wastewater, and Recycled Water Facilities Plan (1992) (Appendix E). DSRSD comments on that document are made below. Comments on that report should be used to modify the text in this chapter as appropriate.
2. Page 5-1 - The introduction to the Sewage System Setting Section states that the Dougherty Valley planning area is not currently within the service area or sphere of influence of a sewage treatment and collection agency. This is not correct. The southern portion of the planning area which is now owned by the United States Army (Camp Parks Training area) is within both the sphere of influence and the service area of DSRSD. This error is repeated on page 5-4 in the Tri-Valley Wastewater Authority discussion.
3. Page 5-1 and 5-2 - The management of peak wet weather flows is dependent upon the storage of wastewater. It would therefore be appropriate to identify "Storage Facilities" in addition to Treatment Facilities and Collection Facilities for CCCSD and DSRSD in the Setting - Sewerage System Section. Existing DSRSD storage is located in Pleasanton; additional storage facilities must be constructed to serve the Dougherty Valley. The locations are still being studied; options include centralized storage at the TWA export pump stations and "on-site" in the Dougherty Valley. Existing CCCSD wet weather storage is located in Martinez and would be impacted by unequalized wet weather flows from the Dougherty Valley.
4. Page 5-2 - It is recommended that the Setting Section for DSRSD be revised to more

correctly identify the District's facilities and operation as follows:

"DSRSD provides wastewater collection and treatment services to its constituents in the City of Dublin and approximately half of the City of San Ramon. Under contract with the City of Pleasanton, DSRSD provides wastewater treatment services for residents of that city. DSRSD is a member of the Livermore-Amador Valley Water Management Agency (LAVWMA), a joint power agency formed in 1974 among the City of Pleasanton, the City of Livermore, and DSRSD. LAVWMA owns a pipeline and a pumping facility that together export treated wastewater from its member agencies to the East Bay Discharger Authority (EBDA) system. DSRSD operates LAVWMA's facilities under contract to that agency. LAVWMA discharges to the EBDA system under terms of a contract and amendments thereto entered into by those parties in February 1, 1978. The effluent of the LAVWMA member agencies together with that of EBDA is then discharged through EBDA's outfall to San Francisco Bay."

5. Page 5-3 - It should be noted that the vast majority of the Dougherty Valley (with exception of Coyote Canyon within the Shapell property) naturally drains to the south/southwest, or directly towards the DSRSD service area. The southern part of the project, the Camp Parks property, is already within the DSRSD service area boundary. The natural lay of the land lends itself towards constructing sanitary sewers that would flow in this overall direction. The proposed northern TWA pumping station could ideally intercept flows from Dougherty Valley, at its proposed location south of the Dougherty Valley along the Southern Pacific Right-of-Way (SP ROW). This would require an off-site sewer main from the southern project boundary south along Dougherty Road to the abandoned SP ROW. At the SP ROW, the main would continue southeast until it connects to the proposed TWA pumping station that is north of I580. The TWA pumping station would then pump combined, regional flows to the Central San treatment plant for treatment. Figure 6-1 of Attachment A shows a conceptual sanitary sewer layout for the Dougherty Valley if DSRSD were the service provider.

Realizing that DSRSD has only 2806 DUEs (0.62mgd) in capacity remaining as of July 1, 1992, the TWA project must proceed regardless of whether the Dougherty Valley project is served by DSRSD in order to serve proposed East and West Dublin developments. Because of economies of scale for construction and operation, it is logical to use one regional TWA pumping station as opposed to two separate Central San and TWA pumping stations located in the same overall drainage basin.

- We, therefore, recommend that the EIR and specific plan be changed to account for DSRSD being the sanitary sewer service provider. Also note that the TWA project is ahead of the County's Dougherty Valley EIR with regard to the CEQA process. TWA has received written comments to its draft Subsequent EIR and is in the process of completing its written response to comments. We have inferred from the way the County's draft EIR has approached sanitary sewer service, that an overriding assumption was made that the TWA project will not proceed. If this is so, we recommend that the EIR only refer to the present arrangement (direct service by Central San) as a standby strategy in the event TWA does not occur.
6. Page 5-3 - DSRSD's available capacity is incorrectly stated; available capacity is 2,806 dwelling units as of July 1, 1992, or approximately 0.62 mgd average dry weather flow. This is based on an accounting of DUE's sold since the LAVWMA capacity was made available to DSRSD. A DUE is equal to 220 gpd of wastewater - approximately that generated per day by an average household in the District's service area.
7. Page 5-3 - The southern portion of the planning area is already within DSRSD's boundary and sphere of influence (per Figure 5-1). This area includes the future community college site and a small portion of the proposed Windemere development.
8. Page 5-3 - Tri-Valley Wastewater Authority - TWA includes as a member the City of Livermore.
9. Page 5-3, 5-4 - It should be noted that TWA is a joint powers agency comprised of four member agencies and operates under terms of a joint powers agreement among those member agencies. It is governed by a seven-person Board of Directors consisting of two members each from DSRSD, the City of Pleasanton, the City of Livermore, and one member (with two votes) from Alameda County. Its powers are limited to those identified in the JPA.
10. Page 5-4 - Untreated flows from the DSRSD service area could be routed to both of the new TWA export pump stations; one of those being located along the S.P. Right-of-Way and the other adjacent to the DSRSD treatment plant.
11. Page 5-4 - A statement is made that DSRSD has "sludge drying beds"; this is not true. DSRSD's solids handling facilities consist of facultative sludge lagoons with a dedicated land disposal site. It is at these facilities that the second TWA pump station would be located.
12. Page 5-4 - If TWA approves Alternative North-3 as described in its draft EIR, it will require that each member agency be responsible for local storage basins to equalize wet weather flows; this is in addition to the emergency storage basins that are to be

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- built by TWA. The TWA emergency storage basins are intended to only be used for incidences such as power outages; they provide reliability to the pump stations. All equalization of wet weather flows would be done by the individual member agencies outside the TWA joint powers agency.
- DSRSD tentatively estimates that approximately 32 million gallons of storage will be required in the entire TWA service area if DSRSD serves the Dougherty Valley. If CCCSD were to directly serve Dougherty Valley, TWA member agencies would have to build approximately 52 million gallons of storage in the Tri-Valley area to equalize the flows. This assumes that under the option in which CCCSD serves the planning area, no storage of raw wastewater would be built in the Dougherty Valley region; this will significantly reduce the hydraulic capacity available to TWA from CCCSD, thus requiring significantly greater storage in the remainder of the TWA service area.
13. The TWA member agencies are just beginning the process of planning in-valley storage. Options being considered include centralized storage adjacent to the TWA pump stations and/or member agency treatment facilities as well as localized storage within developing areas.
14. Phasing of the Dougherty Valley project will affect flows and routing of project trunk lines connecting into existing DSRSD sewer mains. For example, the early phase of the Dougherty Valley project may allow gravity flow directly into the DSRSD plant without the TWA facilities being on-line. The timing and phasing of the Dougherty Valley project are unknown and critical to determining the impacts of the project; these must be developed in more detail.
15. Figure 5-1 - The service area and sphere of influence boundaries of DSRSD and Central Contra Costa Sanitary District cannot be determined from this figure. The DSRSD District boundary as indicated by the stipple shading is correct and exactly matches the District's sphere of influence boundary in Contra Costa County. The sphere of influence boundaries shown are inaccurate and misleading for both DSRSD and CCCSD.
16. Page 5-4 - The introduction to the Water Supply Setting Section implies that DSRSD has different service boundaries and spheres of influence for water and wastewater. The District has only one boundary and only one sphere of influence, but provides different services to different portions of its service area. A "water sphere of influence" does not exist; rather, there is simply a "DSRSD sphere of influence". Therefore, the southern part of the planning area lies within both DSRSD's sphere of influence and annexed territory. Other sections of the EIR and Specific Plan should address the impacts and mitigation measures for DSRSD providing water service to this area.

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17. Page 5-3 and 5-4 - The land transfer between Camp Parks and Windemere discussed on page 3-11 will place land proposed for residential development within the boundary of DSRSD. This should be noted in the Dublin San Ramon Services District discussions on page 5-3 and the Water Supply introduction on page 5-4. 43
18. Figure 5-3 - This figure should be revised to show DSRSD's District boundary as correctly shown in Figure 5-1. The enclosed DSRSD Boundary Map (Attachment B) shows the DSRSD boundary and sphere of influence clearly. 44
19. Page 5-8 - The Water Supply Setting Section for Water Supply should read as follows:

"DSRSD currently supplies potable water to the Tri-Valley area in northern Alameda County (Figure 5-3). Potable water services are not currently supplied within Contra Costa County, although they have been provided in the past to the southern part of the City of San Ramon. DSRSD currently purchases all of its water from the Alameda County Flood Control and Water Conservation District (Zone 7). Zone 7 currently obtains its water from the State Water Project, local runoff from the Arroyo Del Valle watershed, and actual recharge of the groundwater basin. Water from the State Water Project is obtained under contract between Zone 7 and the California Department of Water Resources (DWR). Zone 7's contract with DWR provides for an increasing yearly allocation which reaches a plateau in 1997 at 46,000 AF/yr. DSRSD in turn contracts with Zone 7 for its water supply. Under the existing contract, DSRSD may obtain up to 210 million gallons per year of "independent quota" water (including groundwater) from sources other than Zone 7 without paying a recharge fee to Zone 7. Amounts over the independent quota require a payment of a recharge fee to Zone 7. Under this agreement DSRSD can obtain water from groundwater wells up to 210 mgd or obtain water imported from other sources without paying a recharge fee. The current contract between DSRSD and Zone 7 expires in September, 1993. Renegotiation of this contract will commence in late 1992."

"DSRSD is on taking independent action to improve the reliability and capacity of its water supply through a combination of methods. These include importation of alternative water supplies from outside the Tri-Valley, development of a new water well in coordination with the City of Pleasanton, implementation of Best Management Practices under the

California Urban Water Conservation Memorandum of Understanding and various water recycling projects." [A copy of the MOU of Urban Water Conservation in California which serves as DSRSD's guidance for water conservation; attached as Attachment C.]

"DSRSD's current contract with Zone 7 does not explicitly prohibit water service to the Dougherty Valley by DSRSD. However, transportation of water from Zone 7 for use in Contra Costa County would require changes in current policy of Zone 7 water administration. Transportation of Zone 7 water from Alameda County for use in Contra Costa County is a political and policy issue which has not yet been resolved."

"DSRSD is legally capable of securing an independent water supply to serve its constituents from alternate sources if Zone 7 water were unavailable for any reason. DSRSD's Board of Directors in January, 1992 adopted a Water Supply Policy (a copy enclosed as Attachment D) stating its intentions in this regard. DSRSD is currently undertaking a reconnaissance level Water Resources Acquisition Study."

20. Page 5-8 - The second paragraph of Reclaimed Water Section should be revised in part as follows:

"This water is required to meet the State of California Title 22, Water Quality Standards and is often applied on turf areas and landscaping to decrease demands for fresh water supplies; other uses are possible as well." 46

21. Page 5-8 - The third paragraph under Reclaimed Water Section should be revised to read in part:

"Under the MOU, DSRSD and EBMUD have committed to cooperating in the planning of any recycled water facilities crossing or adjacent to areas such as the Dougherty Valley to accommodate service to these areas." 47

If such service is approved by each of the agency's Board of Directors, the logic presented in the Setting Section for selecting which agency would be the supplier of recycled water may be appropriate but does not necessarily arise from the provisions of the MOU.

22. Page 5-8 - The status of the Planning Period Agreement called for in the DSRSD/EBMUD MOU should be discussed. A Planning Period Agreement calling 48

for facility planning and environmental review of recycled water projects in the San Ramon Valley was negotiated by staff of both agencies and approved by DSRSD Board of Directors in March, 1991. EBMUD has not yet acted on this draft agreement; it has been held up at the Board Committee level. As a result, joint water recycling planning between the two agencies is at a standstill. DSRSD and EBMUD staff continue to maintain open lines of communication. DSRSD also is evaluating whether to proceed alone with regard to provision of recycled water in the San Ramon Valley.

23. Page 5-8 - A study co-sponsored by Zone 7, DSRSD, and the City of Livermore to investigate the suitability of various water recycling projects throughout the Tri-Valley has been completed. This included possible projects in the Dougherty Valley and San Ramon Valley areas. The study should be consulted for information related to the feasibility of water recycling in the Dougherty Valley; an executive summary is attached as Attachment E.

24. Page 5-32 - Key Assumptions - The key assumptions should be revised as follows:

- Recycled water will be used to irrigate all areas of public landscaping in accordance with regulations established by appropriate agencies.
- The last Key Assumption states that all on-site water, wastewater, and recycled water improvements would be provided by the project proponents. It should also be revised to state that all off-site facilities needed to specifically serve that development would also be provided either directly by the project proponents or financed by the project proponents directly or through vehicles such as assessment districts.

Another key assumption should be added as follows:

- Water projections will be based on implementation of Best Management Practices called for in the California Urban Water Conservation Memorandum of Understanding which includes items such as low flow fixtures in residences and commercial landscape audits.

25. Page 5-33 - It is stated that CCCSD wastewater generation factors are more conservative than those of DSRSD. This statement is too general without further explanation. DSRSD wastewater generation factors for average dry weather flows would result in a flow of 3.1 mgd versus 2.5 mgd for CCCSD. DSRSD also has higher allowances for dry weather flows from commercial, multi-use, and school areas than does CCCSD.

However, CCCSD has higher allowances for wet weather flows than currently does

DSRSD. The justification for higher wet weather flow allowances for planning purposes lies in part with the collection system maintenance practices of the two agencies. DSRSD has an intensive program to control infiltration and inflow from all areas of the collection system through a combination of combined practice of televising all of its lines every 7 years and sealing those lines which are sources of high infiltration and inflow with a pressure grouting system. DSRSD is evaluating a program to control infiltration/inflow originating from manholes as well. DSRSD does these programs because of the expense associated with exporting wastewater from the Tri-Valley. Such programs would be extended to the Dougherty Valley if DSRSD were the wastewater service provider.

26. Page 5-33 - While it might be appropriate to evaluate the impacts using conservative planning numbers (whether that be ADWF or peak wet weather flow) for impacts associated with both service providers, the off-site impacts of either DSRSD or CCCSD providing service are different. For example, the EIR discusses impacts associated with CCCSD's off-site facilities needed to convey wastewater to the Larwin and the proposed Fallen Leaf Pump Stations but does not consider similar impacts on the DSRSD off-site facilities. The EIR must do so or, alternatively, the impact section should be restructured to limit itself to impacts within the Dougherty Valley together with separate section to deal with impacts off-site.

27. Page 5-36 - Mitigation Measure 5.1 notes that if CCCSD serves the area, the planning area should be annexed by LAFCO. Because the existing DSRSD service area includes the southern part of the planning area, such an action would also require deannexation from DSRSD which would be opposed by DSRSD because capacity is already in place to serve this area. This would be necessary whether or not the property exchange between Windemere and the Camp Parks area occurs as planned, as outlined in the Specific Plan wherein the southern extremities of the Windemere development would lie within DSRSD's service area and sphere of influence.

28. Page 5-40 - Because off-site facilities and their impacts are different for EBMUD and DSRSD water service, it is not appropriate to simply evaluate the impacts of the EBMUD facilities because they are the most conservative. It is appropriate to have the in-valley facilities evaluated based on the most conservative criteria, but the impacts of both service providers outside the Valley should be evaluated separately.

29. Page 5-40 - Mitigation Measure 5.5 should also note that, in addition to constructing the facilities identified, DSRSD may need to acquire water rights independent of the contractual relationship that now exists between DSRSD and Zone 7 to serve the Valley.

30. Page 5-40 - Mitigation Measure 5.6 should be expanded in the scope to require that all Best Management Practices identified in the Memorandum of Understanding for

Urban Water Conservation in California are used when planning for delivery of water to the Dougherty Valley regardless of which agency is used. Furthermore, the landscaping in the area should be done in compliance with AB 325.

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31. Page 5-42 - A distinction should be made between the facilities needed to provide recycled water in the very early stages of the project for compaction and dust control, versus the impacts of providing recycled water when development actually occurs. Under the former scenario, facilities at DSRSD treatment plant are completely adequate to provide secondary effluent needed for compaction and dust control purposes. During the latter phases of the project, existing facilities will need to be rehabilitated to allow delivery of tertiary effluent to the project. This includes the recommissioning of DSRSD's existing multi-media filtration facilities.

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32. Page 5-44 - Mitigation Measure 5.9 states that the agency responsible for providing water service to the planning area would also have to distribute recycled water because of State requirements. This is not true. It is a wide-spread practice that a water agency becomes the recycled water purveyor when recycled water is introduced into an existing service area of a water agency, but for new planning areas this is not necessarily the case since the revenue impacts of recycled water can be considered when designing the potable water revenue plan..

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CHAPTER 6 - CIRCULATION

No Comments

CHAPTER 7 - AIR QUALITY

Page 7-17 - Mitigation Measure 7.1 states that the project proponents should use water trucks or sprinkler systems to prevent airborne dust from leaving the site. To emphasize the need for water conservation in this area and to be consistent with comments made elsewhere, this mitigation measure should state that only recycled water should be used for compaction and dust control purposes.

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CHAPTER 8 - NOISE

No Comments

CHAPTER 9 - SOILS AND GEOLOGY

Table 9-1 or Elsewhere in this Chapter - The EIR should state that the volume of water needed for compaction and dust control related to the approximately 62 million cubic yards of earthwork will be between 1.2 to 1.8 billion gallons based on an average of 20-30 gallons of water per cubic yard of earthwork. Because of this tremendous amount, a mitigation

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measure should be added that the recycled water delivery system be in place prior to the start of grading operations so that recycled water can be conveyed to the site and be available at truckfill stations on site. This will also significantly reduce the number of truck trips going to and from the site during the grading operations.

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CHAPTER 10 - HYDROLOGY AND WATER QUALITY

No Comments

CHAPTER 11 - BIOLOGICAL RESOURCES

No Comments

CHAPTER 12 - CULTURAL RESOURCES

No Comments

CHAPTER 13 - ELECTROMAGNETIC FIELDS

No Comments

CHAPTER 14 - HOUSING, POPULATION, AND EMPLOYMENT

Page 14-6 - Regional Housing Needs by Income Level - It should be mentioned that recent State legislation (SB 1019, L. Greene) requires water and sewer service providers to reserve allocations of capacity for affordable housing created by General Plan amendments with Housing Element related provisions.

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The impact on various water and sewer service providers of the required allocation of capacity for affordable housing must be discussed. In the near future, DSRSD will be formulating policies and procedures to separately allocate existing and new utility capacity for affordable housing as required by the new legislation. These policies will be applicable at the time allocations of new water and wastewater capacities are made by DSRSD for the planning area and will not come from currently available capacities.

CHAPTER 15 - VISUAL QUALITY

Page 15-21 - Mitigation Measures 15.16 to 15.18 address the impacts of water tanks on the visual quality of the site. DSRSD agrees that these mitigation measures are generally appropriate. However, it is suggested that the utility service provider rather than the project proponent be held responsible for siting facilities to minimize visual impacts. Very seldom will the project proponents be the actual builders of the major infrastructure such as water tanks and such a practice is not in accordance with DSRSD's policies.

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CHAPTER 16 - ALTERNATIVES TO THE PROPOSED PROJECT

1. Lower Density Alternative Page 16-3 - Public Service and Utilities - Since the Lower Density Alternative affects the same physical area as the preferred plan, it is true that on-site water and wastewater infrastructure would essentially be the same. However, off-site improvements will not be the same. The actual water and wastewater capacity needs will be reduced and smaller physical facilities will be needed. Furthermore, it is unclear why per capita demand for water/wastewater and recycled water would be reduced in the Lower Density Alternative. Further analysis of impacts to utilities of the Lower Density Alternative should be performed. 64
2. Moderate Density Alternative Page 16-8 - Public Service and Utilities - The same comment made on the Lower Density Alternative, above, is appropriate here as well. Further analysis of impacts to utilities of the Moderate Density Alternative should be performed. 65
3. Concentrated Development Alternative Page 16-13 - Evaluation of Concentrated Development Alternatives/Public Services and Utilities. The Concentrated Development Alternative may result in a different amount of recycled water need, due to the increase in acreage of irrigable park lands which could result. This increased demand and its impacts should be analyzed further. 66
4. Off-site Development Alternative Page 16-18 - Public Services and Utilities - It is stated that "the availability of public services and utility extensions on the scale of the needed infrastructure extensions is similar to that associated with the Dougherty Valley planning areas". As a generalized statement this is true. However, it should be noted that the Eastern Dublin Specific Planning areas is in Alameda County and as such the possibility of sewage service by CCCSD is not available. Similarly because of the geography of that area it would be virtually impossible for EBMUD to serve water. Furthermore, if development were to occur in the Eastern Dublin Specific Planning area, the issue of water availability should not be considered a significant impact because this is within DSRSD's sphere of influence and within the current service boundaries of Zone 7 and as such water is available to serve that area. 67
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CHAPTER 17 - OTHER CEQA-REQUIRED TOPICS

Page 17-6 - Public Services and Utilities Effects - Water service by DSRSD will not have a cumulative effect on the Tri-Valley area because DSRSD will not provide water unless a firm source which does not impact existing Tri-Valley supplies can be found. Wastewater will not have an effect on the Tri-Valley since TWA is in the process of sizing their project for capacity to serve new areas. 69

CHAPTER 18 - CITATIONS

No Comments

CHAPTER 19 - REPORT PREPARATION

No Comments

APPENDIX A - NOTICE OF PREPARATION

No Comments

APPENDIX B - LIST OF CUMULATIVE PROJECTS IN THE TRI-VALLEY REGION

No Comments

APPENDIX C - GENERAL PLAN POLICY MATRIX

No Comments

APPENDIX D - DOUGHERTY VALLEY SPECIFIC PLAN TRAFFIC STUDY

No Comments

APPENDIX E - DOUGHERTY VALLEY WATER, WASTEWATER, AND RECYCLED WATER FACILITIES

CHAPTER 1 - INTRODUCTION

No Comments

CHAPTER 2 - LOCAL UTILITY AGENCIES

1. Recycled Water Service - It is stated that DSRSD treatment plant is located in Dublin; this is not correct. The treatment plant is located in Pleasanton. 70
2. Potable Water Service - It should be noted that the southern part of the development is currently within DSRSD's service area. However, DSRSD does not currently provide water service for this area. 71
3. Potable Water Service - It is stated that DSRSD provides water service to the City of Dublin and surrounding unincorporated communities in Alameda County to the east and west of Dublin; this is not true. DSRSD currently provides water service only to 72

the City of Dublin. It should be noted that DSRSD has historically provided water service within the District's service area in San Ramon.

4. Wastewater Service - On page 2-2 it is stated that TWA is a agency primarily concerned with facilities for conveyance of wastewater; more properly TWA is concerned primarily with facilities for disposal of wastewater.
5. Wastewater Service - It should be noted that DSRSD provides wastewater collection and treatment services to the City of Dublin and the southern part of City of San Ramon. These areas are part of the District's service area. DSRSD provides wastewater treatment services under contract to the City of Pleasanton.
6. Page 2-3 TWA section - It is stated "Since there are discharge limitations for San Francisco Bay, further increases in the regional pipeline and outfall discharge capacities are not possible." The reason for the difficulty in increasing outfall discharge capacity through LAVWMA lies not with discharge limitations to San Francisco Bay but lies primarily with contractual limitations associated with the EBDA joint powers agreement.

CHAPTER 3 - UTILITY SERVICE ALTERNATIVES

1. Recycled Water Service - It is stated that recycled water planning in Dougherty Valley has been performed largely by EBMUD; this is not true. DSRSD has undertaken extensive planning for recycled water facilities in the Dougherty Valley. In 1990 Brown & Caldwell prepared a conceptual recycled water master plan for DSRSD service. This work is actually an attachment to Appendix E of the County's EIR.
2. Recycled Water Service - Page 3-2 describes the current status of discussion between EBMUD and DSRSD related to recycled water. It should also be noted that DSRSD initiated discussions between DSRSD and EBMUD Board. However, little progress is being made in those discussions and DSRSD is currently evaluating the possibility of proceeding alone with recycled water service in both San Ramon and Dougherty Valley.
3. Page 3-4 and accompanying tables - It is stated that an evaporation of 3.3 feet per year was used as a base irrigation factor for all land uses. This rate is only appropriate for turf grass grown on the Tri-Valley area. The use of lower water use landscaping as required by AB 395 and the Best Management Practices for Urban Water Conservation in California will require less water for non turf grass areas.
4. Page 3-5 Potable Water Service Available Supply - DSRSD - The repeated use of "DSRSD staff" should be changed to DSRSD. While staff has conveyed information to the authors of this appendix, these are DSRSD positions on the issues noted.

5. Table 3-2 - The projected potable water demand at build-out for DSRSD identified in the text and Table 3-2 should note that the calculations assumed no reduction in demand because of the implementation of permanent water conservation measures as will be done on the Urban Water Conservation MOU. These have the potential to decrease average yearly demand by 4-8% depending upon the extent of recycled water use.
6. Page 3-8 - It should be noted that the difference between DSRSD planning scenarios and EBMUD planning scenarios arise when demands are expressed on maximum day and peak hour basis. On an average day basis they are very close; it is the average day basis which determines the amount of water needed to serve the development.
7. Page 3-15 - The report states that "the use of EBMUD planning criteria is used for conservative engineering modeling only. Use of these criteria does not imply judgment of the suitability of one agency over another to provide potable water service to the Dougherty Valley". This statement should be made in the Specific Plan and in the EIR.
8. Page 3-23 - The report states that "the use of CCCSD planning criteria is used for engineering modeling only and do not imply the adequacy or feasibility of one agency over another to provide wastewater service to the Dougherty Valley". This statement should be made in the Specific Plan, and in the EIR.

CHAPTER 4 - RECYCLED WATER DISTRIBUTION SYSTEM

No Comments

CHAPTER 5 - WATER DISTRIBUTION SYSTEM

Attached is a potable water distribution system drawing showing the facilities needed if DSRSD were to provide service.

CHAPTER 6 - WASTEWATER COLLECTION SYSTEM

Attached is a wastewater collection system drawing showing the facilities needed if DSRSD were to provide service.

CHAPTER 7 - PRELIMINARY COST ESTIMATES

The cost estimates contained in Chapter 7 to Appendix E of the County's EIR should be viewed as preliminary estimates for planning purposes only. Tables 7-1, 7-2, and 7-3 of the enclosed Attachment A to these comments contain revised cost estimates for recycled water, potable water, and wastewater collection if DSRSD were the service provider. These

estimates should also be considered as being very preliminary and subject to further refinement as design details become more defined.

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(cont.)

**APPENDIX F - COMMON AND SCIENTIFIC NAMES OF WILDLIFE AND SPECIES
MENTIONED IN THE TEXT OR OBSERVED AT THE PROJECT SITE**

No Comments

ATTACHMENT "A"

**MODELING OF DUBLIN SAN RAMON
SERVICES DISTRICT WATER AND
WASTEWATER SERVICES TO THE
PLANNED DOUGHERTY VALLEY
DEVELOPMENT FOR WINDEMERE
PROPERTIES**

July 30, 1992

**Brown and Caldwell Consultants
Pleasant Hill, California**

3480 Buskirk Avenue
Pleasant Hill, CA 94523-4342
P.O. Box 8045
Walnut Creek, CA 94596-1220
(510) 937-9010
FAX (510) 937-9026

June 30, 1992

Mr. Peter Moote
Windemere Properties
2430 Camino Ramon, Suite 124
San Ramon, California 94583

6944-05

Subject: Modeling of Dublin San Ramon Services District
Water and Wastewater Services to the Planned
Dougherty Valley Development

Dear Mr. Moote:

Brown and Caldwell is pleased to submit the Modeling of Dublin San Ramon Services District Water and Wastewater Services to the Planned Dougherty Valley Development for Windemere Properties. The evaluation and costs have been written as revised Chapters 5, 6, and 7 of the "Dougherty Valley Water, Wastewater, and Recycled Water Facilities Plan," dated May 29, 1992, prepared by Brown and Caldwell for Contra Costa County. Included in Chapter 6, Wastewater Collection System, is an evaluation and estimated costs for peak wet weather flow equalization alternatives.

We wish to express our appreciation to you for your assistance and direction in preparing the report. Thank you for this opportunity to serve Windemere Properties.

Very truly yours,

BROWN AND CALDWELL

William J. Miller, Jr.
Project Manager

WJM:ch

cc: Brian Hammer, Brown and Caldwell
Bill McCarthy, Brown and Caldwell

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CHAPTER 5

WATER DISTRIBUTION SYSTEM

This chapter describes a potable water distribution system for the Dougherty Valley development based on Dublin San Ramon Services District (DSRSD) planning criteria. This chapter is intended to be substituted for the original Chapter 5 in the Dougherty Valley Water, Wastewater, and Recycled Water Facilities Plan (May 29, 1992) in order to describe facilities required by DSRSD to provide potable water to the Dougherty Valley Development. This chapter's discussion is limited to the conceptual design of facilities within the Dougherty Valley development needed by DSRSD to serve the area with potable water, but does not consider the effects of the development on DSRSD's water supplies. The proposed distribution system layout, a description of the potable water hydraulic model, and design criteria used to develop the model are included in this chapter.

In Chapter 3, we described two agencies, East Bay Municipal Utility District (EBMUD) and DSRSD, which could supply water to the proposed Dougherty Valley development. Table 3-8 compared water demands and storage volumes required for each agency to serve the development. DSRSD's planning criteria were used in this distribution system model. DSRSD's planning criteria assume peaking factors based on residential irrigation with potable water. Should recycled water service be extended to residences in later phases of the development, future potable water system design studies may need to consider the use of different potable water peaking factors, residential demand factors, and required reservoir storage.

MODEL DESCRIPTION

The Dougherty Valley distribution system hydraulics were modeled using the Haestad Methods Cybernet pressure flow distribution modeling program. The distribution system was laid out to adequately serve the Dougherty Valley area under the land use criteria and grading plan furnished by PBR on February 13, 1992. The grading plan was adjusted, however, such that the maximum service elevation was 740 feet. All planned developed areas above 740 feet were assumed to be graded down to 740 feet for this model run.

Computer analyses were made during conditions of average-day demand, maximum-day demand, maximum-day demand with fire flow, and peak-hour demand. Based on the grading of the development, two pressure zones were laid out. The pressure zones and their service elevations are shown in Table 5-1.

Table 5-1 Pressure Zone Service Elevations

Pressure zone ^a	Service elevation, feet above MSL ^b	
	Minimum	Maximum
2	390	520
3	520	740

^aPressure zones are named in conformance with existing DSRSD pressure zones.

^bMSL = mean sea level.

DESIGN CRITERIA

Design criteria for analysis of the distribution system include projected water demand and storage, pressure, and pipe flow requirements.

Water Demand

The model was run under four different scenarios: average-day demand, maximum-day demand, peak-hour demand, and maximum-day demand with a fire flow. Demand factors used were developed and discussed in Chapter 3. The average-day, maximum-day, and peak-hour demands used in modeling are presented in Table 5-1. Fire flows for a particular land use are given in Table 3-6.

Fire flow requirements were imposed at "worst case" locations under maximum-day demand conditions. Fire flows were modeled at all schools and commercial areas served by the distribution system, as well as at areas of high elevation within each pressure zone.

Storage Requirements

Potable water storage within the distribution system provides a reserve for equalization of peak demands (i.e., to provide the difference between the rate of supply and peak demand), a reserve for fire flow, and a reserve for emergency conditions other than fire flow. The storage required for each pressure zone modeled for Dougherty Valley is shown in Table 5-3 and is based on DSRSD's design criteria as described in Chapter 3. Two reservoir sites were modeled for Pressure Zone 3. Pressure Zone 2 was modeled with one reservoir site.

Table 5-2 Projected Potable Water Demand at Build-out Compatible With DSRSD Planning

Zone	Average day, mgd ^a	Average day, gpm ^b	Maximum day, mgd ^c	Peak hour, mgd ^d
2	1.041	723	2.082	3.435
3	3.079	2,138	6.157	10.161
Total	4.120	2,861	8.239	13.596

^amgd - million gallons per day.

^bgpm - gallons per minute.

^cMaximum-day demand is calculated as average-day demand multiplied by 2.0

^dPeak-hour demand is calculated as average-day demand multiplied by 3.3.

Table 5-3 Water Distribution System Reservoir Characteristics

Pressure zone	Reservoir	Capacity, mg ^a	Height, feet	Diameter, feet	Base elevation, feet above MSL ^b	Overflow elevation ^c
2	82	2.50	30	119	616.5	645
3	81	3.29	30	137	816	838.5
3	83	3.29	30	137	816	838.5

^amg = million gallons.

^bMSL = mean sea level.

^cStorage reservoir overflow elevations are set approximately 100 feet above the maximum pressure zone elevation given in Table 5-1.

Pressure Requirements

The pressure design criteria used in the model are a minimum average-day residual pressure of 40 psi, and a minimum residual pressure of 24 psi for fire flows modeled during maximum-day demand.

Pipe Flow Requirements

In conformance with current AWWA standards for water distribution systems, the proposed Dougherty Valley distribution system was modeled with a minimum pipe diameter of 8 inches. Water mains were sized to have velocities of less than 5 feet per second (fps) during average-day demand and less than 7 fps during peak-hour and maximum-day plus fire demands. Water mains were also sized to generate a maximum head loss of 3 feet per thousand feet of length in pipes greater than or equal to 16 inches in diameter; or a maximum head loss of 10 feet per thousand feet of length in pipes less than 16 inches in diameter. Distribution system pipe diameters were chosen to satisfy head loss design criteria during peak-hour demand.

MODELING RESULTS

This section presents the results of water distribution system modeling for the proposed Dougherty Valley development.

Pressure Zone Configuration

As discussed earlier, two pressure zones were modeled for the water distribution system. The pressure zones and their service elevations are presented in Table 5-1. Table 5-2 shows a break down of water demand by pressure zone. Figure 5-1 shows the distribution system layout for each pressure zone.

Pressure Zone 2. Pressure Zone 2 was modeled to serve the proposed community college, located within Camp Parks, in the southern portion of Dougherty Valley, and to serve the valley area between Dougherty Road and Bollinger Canyon Road. The water that supplies these areas of the development was modeled to enter the development from the south along Dougherty Road.

Pressure Zone 3. Pressure Zone 3 was modeled to serve all areas above elevation 520 feet. Water for this pressure zone would also enter the development from the south along Dougherty Road.

Potable Water Pumping Station

There will be two potable water pumping stations, one for each potable water pressure zone. The potable water distribution system was modeled with both pumping stations located at the southern portion of the proposed community college on Dougherty Road. The pumps for each pressure zone were modeled to deliver the maximum-day demand for that pressure zone. The pump stations would receive water from a proposed 24-inch main to be located along

Dougherty Road and connects to DSRSD's turnout Number 1 from the Zone 7 Cross Valley Aqueduct.

Storage Reservoirs

Each of the pressure zones modeled will require reservoir storage. Criteria for the required storage were discussed in Chapter 3. Table 5-3 lists the size, dimensions, base elevations and overflow elevations for each reservoir. The modeled locations for each reservoir are shown on Figure 5-1.

Reservoir site selections were based on local soil conditions, visual impacts, and optimum distribution system hydraulics. Field investigations verified that the chosen sites had appropriate soil conditions and that visual impacts were at a minimum. Visual impacts could be further minimized by excavating the reservoirs into existing hillside contours, then backfilling around the reservoirs and landscaping the downslope side of the reservoirs to blend into the existing terrain. Figure 5-2 shows a typical reservoir site layout and cross section.

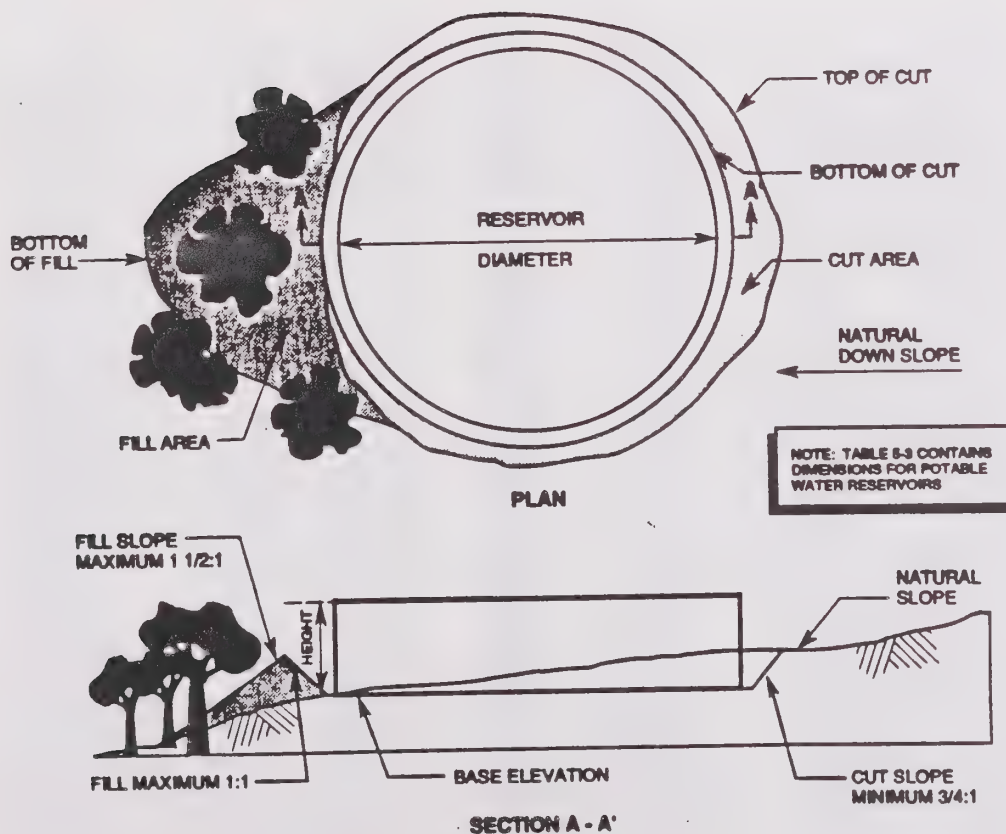
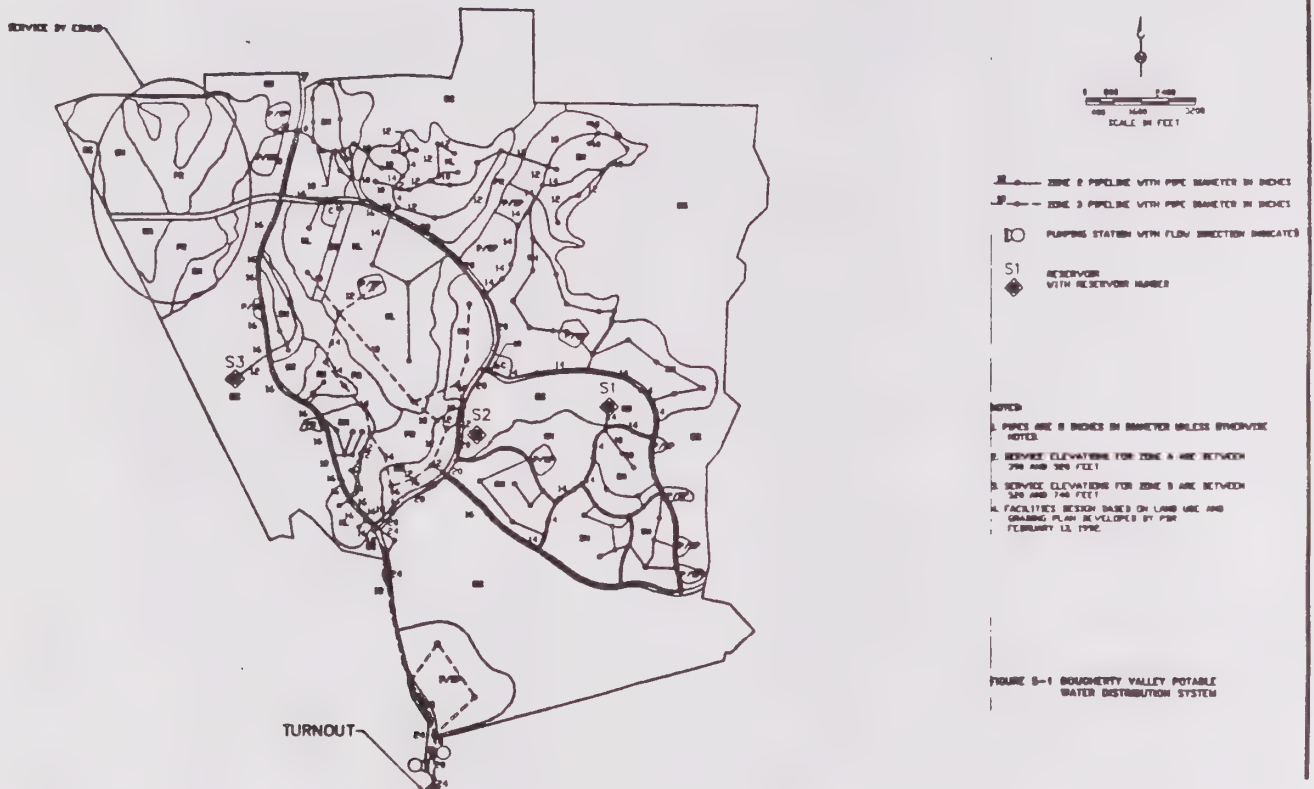
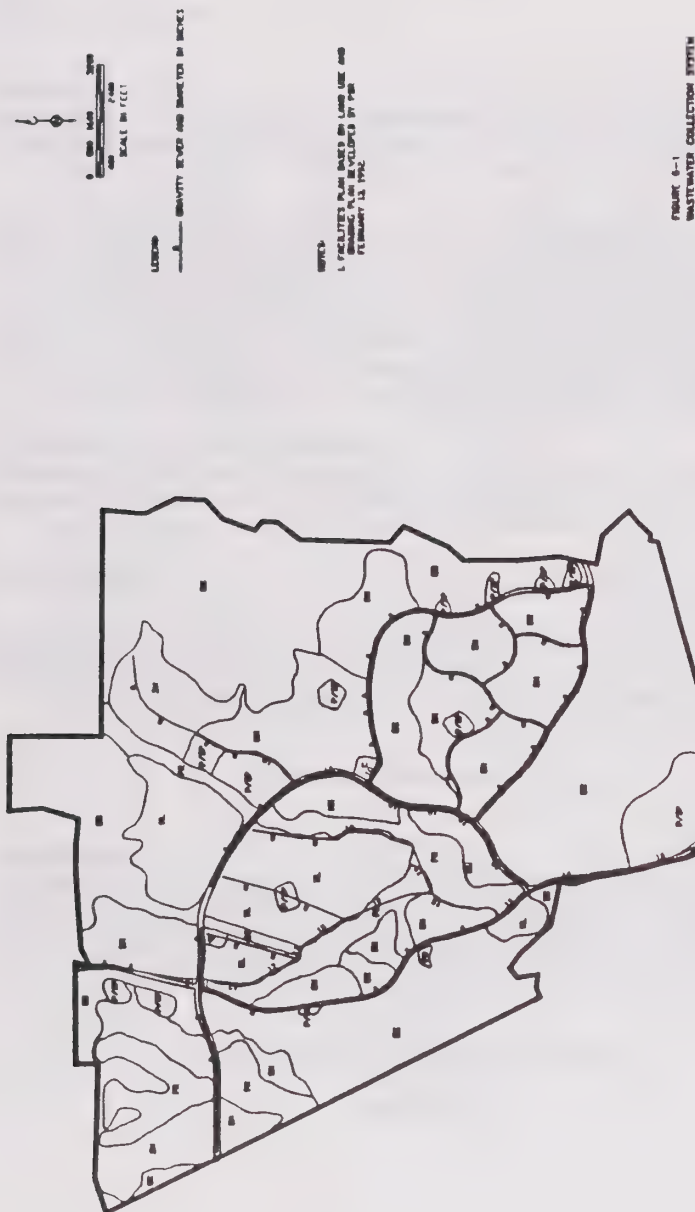


Figure 5-2 Typical Reservoir Site and Cross Section



PEAK WET WEATHER FLOW EQUALIZATION STORAGE

The purpose of this discussion is to evaluate peak wet weather flow (PWWF) equalization alternatives. PWWF equalization storage is now being required by the Tri-Valley Wastewater Authority (TWA) for each member agency. DSRSD is a member of the TWA and may be the provider of wastewater service to the Dougherty Valley development project. Acceptable storage alternatives include on-site storage within each new development and off-site storage tanks and ponds. On-site storage alternatives evaluated for the Dougherty Valley development project include side stream storage, ponds, and storage tanks.

TWA has planned two pumping stations in the DSRSD service area. Both of these pumping stations are located within the Southern Pacific Railroad right-of-way and have sufficient space. Both of these areas have potential for wet weather flow equalization facilities.

An equalization storage volume of 6.0 million gallons (mg) is required for the Dougherty Valley development project. This volume represents extraneous infiltration and inflow (I/I) which occurs during wet weather periods. The amount is based on preliminary studies by DSRSD in conjunction with TWA and was provided by DSRSD staff. The amount of equalization storage that would be required using DSRSD design standards is 1.7 mg which represents the difference between the predicted PWWF (7.4 mgd) and peak dry weather flow (5.7 mgd) for one day.

Both potential on-site and off-site storage alternatives were addressed. A discussion of each of these alternatives follows.

On-Site Storage Alternatives

This section discusses on-site storage alternatives that have been evaluated for the Dougherty Valley development service area.

Side Stream Storage. Side stream storage is a method which utilizes oversized pipes for storage. Several locations within the service area were evaluated for side stream storage. In most cases, side stream storage was infeasible due to the severity of the pipeline slope. Using side stream storage in these areas increases the potential for backwater effects and flooding of residential and commercial homes and businesses. Side stream storage of 6.0 mg of wastewater and I/I would require three parallel 90-inch-in-diameter pipelines, 7,000 feet in length. This is only feasible at one location within the Dougherty Valley development. This location is south of the Bollinger Loop Road and Dougherty Road intersection where the two main wastewater trunk sewers intersect.

Ponds. Ponds used for the storage of wastewater generally range in depth from 5 to 15 feet with the average depths usually in the range of 8 to 9 feet. An 8-foot-deep pond used to store 6.0 mg of wastewater would have a surface area of approximately 2.3 acres. Within Dougherty Valley, the optimal location for an equalization pond would be in the open space directly south of the intersection of Dougherty Road with Bollinger Loop Road.

Odors can be a potential problem when using ponds to equalize wastewater flows. Pond odors can be controlled with an active maintenance program which includes washing down the ponds after each utilization. A washdown system should be included in the design of the ponds.

Storage Tanks. A 6.0-mg storage tank would be approximately 261 feet in diameter with a depth of 15 feet. A storage tank used for the equalization of wastewater flows should be buried and designed for gravity inflow and outflow. Automatic flushing and ventilation should be included in the design. Within Dougherty Valley, the best location for an equalization storage tank would be in the open space directly south of the intersection of Dougherty Road with Bollinger Loop Road.

Off-Site Equalization Storage Alternatives

Off-site equalization of peak wet weather wastewater flows are being addressed by DSRSD and TWA. They are evaluating the use of in situ ponds and storage tanks in addition to recommending the construction of on-site storage facilities for each new development area. DSRSD's pond and storage tank alternatives are discussed in this section. DSRSD and TWA have not considered the use of side stream storage at this time.

Ponds. DSRSD has existing equalization storage ponds located at the wastewater treatment plant. The existing ponds do not have the capacity to serve all of the planned development within the proposed DSRSD service area. This proposed service area includes Dougherty Valley, East and West Dublin, and West San Ramon. However, the DSRSD ponds do have capacity to delay the need for construction of a new equalization storage facility for several years.

The planned TWA pumping and storage facilities are located upstream of the existing DSRSD flow equalization storage ponds. Thus, to use these ponds, methods of routing flows to and from them must be developed. DSRSD is currently evaluating potential flow routing alignments.

Storage Tanks. DSRSD is also considering the construction of wastewater flow equalization storage tanks. These tanks would be constructed near the planned TWA pump stations and would have the capacity to serve all new developments in the proposed DSRSD service area.

RECOMMENDATIONS

Table 6-2 summarizes the advantages and disadvantages of the alternatives discussed above. The costs for on-site storage alternatives are shown in Table 6-3. Off-site storage alternatives costs are currently being estimated by DSRSD and TWA.

Based on current information, the most efficient alternative for equalization of wastewater flows from Dougherty Valley would be the use of an on-site buried storage tank. The construction cost for an on-site storage tank is \$10,400,000, and is less than half the estimated costs of \$21,800,000 for side stream storage facilities. In addition, a storage tank will not have the visual and potential odor problems that are associated with the use of ponds.

Alternative						
Location	Side Stream Pipeline Storage		Ponds		Storage Tank	
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages
On-site	<ul style="list-style-type: none">• low maintenance• no visual constraints• pipeline locations placed at existing pipeline locations- no new storage locations needed	<ul style="list-style-type: none">• expensive• requires long pipe installation distance with little grade change• flows can back up into mainline (backwater effect)	<ul style="list-style-type: none">• inexpensive to construct	<ul style="list-style-type: none">• requires large land area (approx. 2.4 acres)• high maintenance• potential odor problem• could have visual constraints	<ul style="list-style-type: none">• low maintenance• buried tank would have low visual impact (see)• land above tank can be used for other purposes	<ul style="list-style-type: none">• large tank should be buried• large excavation volume
Off-site	NA	NA	<ul style="list-style-type: none">• some of the system is existing	<ul style="list-style-type: none">• require new flow routing• limited capacity (temporary solution to the problem)• may require pipeline capacity expansion	<ul style="list-style-type: none">• low maintenance	<ul style="list-style-type: none">• land may not be available• land may cost more than on-site land• large tank• may require pipeline capacity expansion

Item	Quantity	Units	Dollars per unit	Storage tank costs	Pond costs	Side stream storage costs
Concrete buried tank	6,000,000	gallons	\$1	\$6,000,000		
Equipment*	1	each	\$750,000	\$750,000		
Pond 2.3 acres at 8-foot depth	32,000	cubic yards	\$84		\$2,688,000	
Equipment*	1	each	\$1,000,000		\$1,000,000	
Pipeline - (3 each 90-inch diameter - 7,000 linear feet RCP	21,000	linear feet	\$674			\$14,154,000
Subtotals				\$6,750,000	\$3,688,000	\$14,154,000
Engineering and Administration (20 percent)				\$1,350,000	\$737,600	\$2,830,800
Contingency (24 percent)				\$1,620,000	\$885,100	\$3,370,000
Subtotals				\$9,720,000	\$5,310,700	\$20,381,800
Escalation to midpoint of construction (7 percent)				\$680,400	\$371,800	\$1,426,700
Total costs				\$10,400,400	\$5,682,500	\$21,808,500

The costs for DSRSD's two off-site facilities, the use of the treatment ponds and a storage tank, have not been developed yet. The costs for each alternative, however, may require pipeline capacity expansion from the proposed Dougherty Valley development area. The use of the treatment plant ponds offers a temporary solution to the equalization storage problem and will require the construction of capacity in future storage facilities. The construction costs for an off-site tank will be similar to the construction cost for an on-site storage tank, but there will be an additional cost for land acquisition.

CHAPTER 7

PRELIMINARY COST ESTIMATE

This chapter provides preliminary cost estimates for the recycled water, water, and wastewater systems described in Chapters 4, 5, and 6. The cost estimates for each system are shown in Tables 7-1, 7-2, and 7-3, respectively. Note that these costs are revisions of those originally provided in Chapter 7 of the Dougherty Valley, Water, Wastewater, and Recycled Water Facilities Plan (May 29, 1992). Water and wastewater facilities costs are for Dublin San Ramon Services District (DSRSD) distribution and collection systems.

The cost estimates include a breakdown of total length of pipes modeled by diameter. Separate costs per linear foot of pipeline are shown for shoring, excavation and backfill, and labor and materials. All pipes for the recycled water and water systems were assumed to be Schedule 40 steel with 6 feet of cover. Costs calculated for water reservoirs assumed welded steel tanks.

All costs are referenced to an Engineering News-Record (ENR) Construction Cost Index (CCI) of 6234. The costs include a contingency of 24 percent, an escalation to the midpoint of construction of 7 percent, an allowance for engineering, legal, and administrative fees of 20 percent, and contractor's overhead and profit of 20 percent. The estimated cost for the recycled water distribution system pipes, reservoir, and pump station is about \$10,700,000. The estimated cost for the water distribution system pipes and reservoirs is about \$28,000,000. The estimated cost for the wastewater collection system pipes is more than \$5,000,000. The estimated costs for the PWWF equalization storage facility is \$10,400,000 (Table 6-3). The total estimated cost for utilities provided by DSRSD for the Dougherty Valley development is approximately \$54,100,000.

Table 7-1 Dougherty Valley Recycled Water
Distribution System Cost Estimate

Item	Pipe diameter, inches	Pipe length, lineal feet	Shoring, excavation, and backfill, dollars/LFP ^a	Labor and materials, dollars/LFP	Total cost, thousand dollars
Distribution pipeline ^a	8	4,100	12	22	139
	12	8,000	18	37	440
	16	2,400	24	53	185
	18	43,000	27	60	3,741
Subtotal		57,500			4,505

Item	Quantity	Units	Unit cost, dollars	Total cost, thousand dollars
Reservoir R5, 3.66-million-gallon capacity (Includes welded steel tank and concrete base)	1	Each	820,000	820
Reservoir excavation and embankment	7,500	Cubic yards	4	30
Pumping station	3.66	mgd ^c	200,000	732
Subtotal				1,582
Total base cost				6,087
Contingency (24 percent)				1,461
Engineering, legal, and administrative fees (20 percent)				1,217
Contractor's overhead and profit (20 percent)				1,217
Subtotal				9,982
Escalation to midpoint of construction (7 percent)				699
Total cost				10,681

^aCosts are for Schedule 40 steel pipe.

^bdollars/LFP = dollars per lineal foot of pipeline.

^cmgd = million gallons per day.

Note: Base costs are referenced to an ENR CCI of 6234.

**Table 7-2 Dougherty Valley Potable Water
Distribution System Cost Estimate**

Item	Pipe diameter, inches	Pipe length, lineal feet	Shoring, excavation, and backfill dollars/LFP ^a	Labor and materials, dollars/LFP ^a	Total cost, thousand dollars
Distribution pipeline ^c	8	84,000	12	22	2,860
	10	20,000	15	31	920
	12	19,000	18	36	1,030
	14	29,000	21	44	1,890
	16	20,000	24	53	1,540
	18	9,000	27	60	780
	20	7,000	30	67	680
	24	20,000	36	81	2,340
Subtotal		208,000			12,040

Item	Quantity	Units	Unit cost, dollars	Total costs, thousand dollars
Reservoir S2, 2.5-million-gallon capacity (includes welded steel tank and concrete base)	1	Each	625,000	625
Reservoir excavation and embankment	4,700	Cubic yards	4	19
Reservoir S1, 3.29-million-gallon capacity (includes welded steel tank and concrete base)	1	Each	757,000	757
Reservoir excavation and embankment	5,700	Cubic yards	4	23

**Table 7-2 Dougherty Valley Potable Water
Distribution System Cost Estimate (continued)**

Item	Quantity	Units	Unit cost, dollars	Total costs, thousand dollars
Reservoir S3, 3.29-million-gallon capacity (includes welded steel tank and concrete base)	1	Each	757,000	757
Reservoir excavation and embankment	6,200	Cubic yards	4	25
Subtotal				2,206
Pumping Station Zone 2	2.08	mgd	200,000	416
Pumping Station Zone 3	6.16	mgd	200,000	1,232
Subtotal				1,648
Total base cost				15,894
Contingency (24 percent)				3,815
Engineering, legal, and administrative fees (20 percent)				3,179
Contractor's overhead and profit (20 percent)				3,179
Subtotal				26,067
Escalation to midpoint of construction (7 percent)				1,825
Total cost				27,892

*Costs are for Schedule 40 steel pipe.

^adollars/LFP = dollars per lineal foot of pipeline.

^cIncludes pipe length from Dougherty Valley to the Zone 7 aqueduct turnout.

Note: Base costs are referenced to an ENR CCI of 6234

Table 7-3 Dougherty Valley Wastewater Collection System Cost Estimate

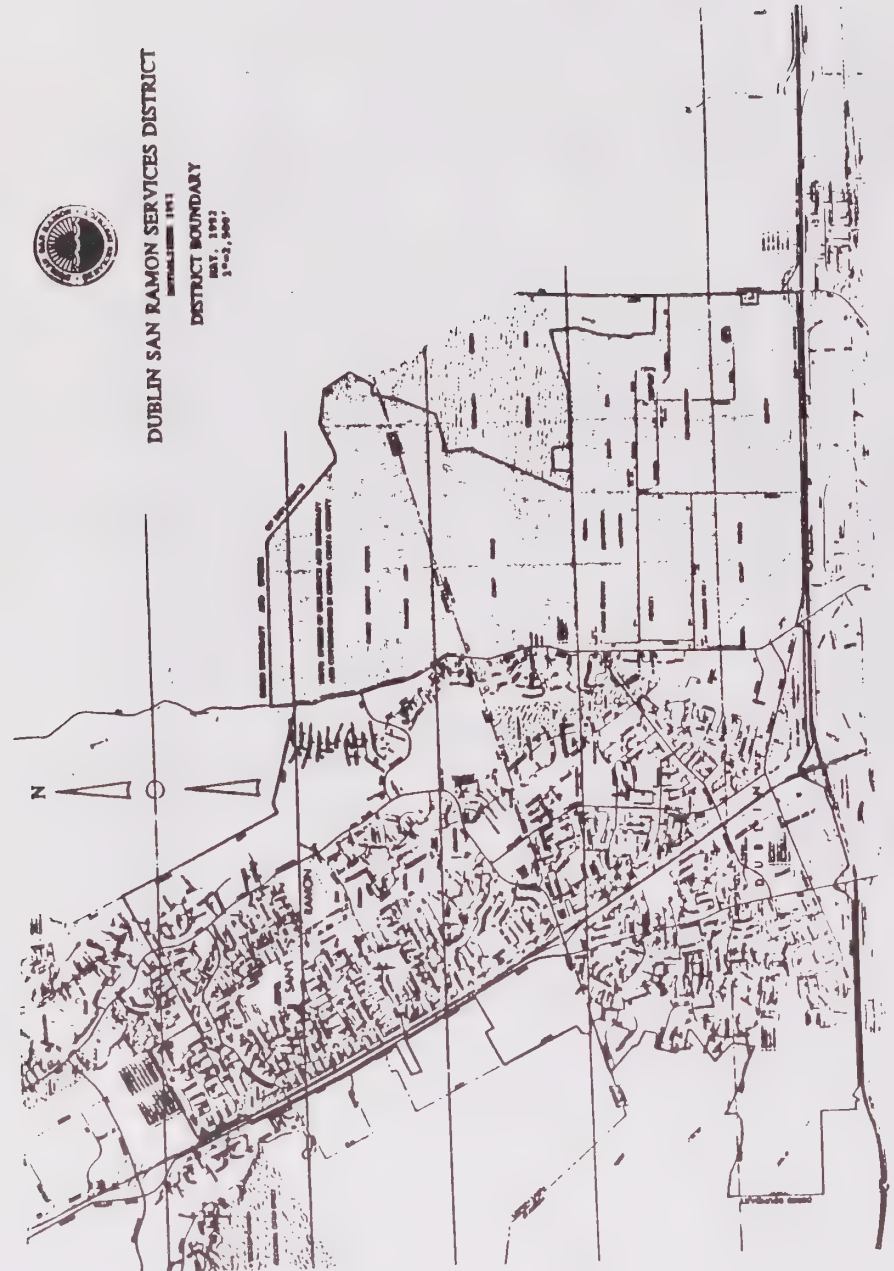
Item	Pipe diameter, inches	Pipe length, lineal feet	Shoring, excavation, and backfill, dollars/LFP ^a	Labor and materials, dollars/LFP	Total cost, thousand dollars
Gravity sewer ^a	8	66,000	12	8	1,320
	10	6,400	15	10	160
	12	9,800	18	13	304
	15	6,700	22	22	295
	18	4,500	27	32	266
	21	5,600	31	45	426
Subtotal		99,000			2,771
Total base cost					2,771
Contingency (24 percent)					665
Engineering, legal, and administrative fees (20 percent)					554
Contractor's overhead and profit (20 percent)					554
Subtotal					4,544
Escalation to midpoint of construction (7 percent)					318
Total cost					4,862

^aCosts are for clay, PVC, or reinforced concrete pipe.

^bdollars/LFP = dollars per lineal foot of sewer pipeline.

Note: Base costs are referenced to an ENR CCI of 6234.

ATTACHMENT "B"



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ATTACHMENT "C"

**MEMORANDUM OF UNDERSTANDING REGARDING
URBAN WATER CONSERVATION IN CALIFORNIA**

September 1991

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**MEMORANDUM OF UNDERSTANDING REGARDING
URBAN WATER CONSERVATION IN CALIFORNIA**

This MEMORANDUM OF UNDERSTANDING REGARDING URBAN WATER CONSERVATION IN CALIFORNIA ("MOU") is made and entered into on the dates set forth below among the undersigned parties ("signatories"). The signatories represent urban water suppliers, public advocacy organizations and other interested groups as defined in Section 1 of this MOU.

RECITALS

A. The signatories to this MOU recognize that California's economy, quality of life and environment depend in large part upon the water resources of the State. The signatories also recognize the need to provide reliable urban water supplies and to protect the environment. Increasing demands for urban, agricultural and environmental water uses call for conservation and the elimination of waste as important elements in the overall management of water resources. Many organizations and groups in California have an interest in urban water conservation, and this MOU is intended to gain much needed consensus on a complex issue.

B. The urban water conservation practices included in this MOU (referred to as "Best Management Practices" or "BMPs") are intended to reduce long-term urban demands from what they would have been without implementation of these practices and are in addition to programs which may be instituted during occasional water supply shortages.

C. The combination of BMPs and urban growth, unless properly accounted for in water management planning, could make reductions in urban demands during short-term emergencies such as droughts or earthquakes more difficult to achieve. However, notwithstanding such difficulties, the signatory water suppliers will carry out the urban water conservation BMP process as described in this MOU.

D. The signatories recognize that means other than urban water conservation may be needed to provide long-term reliability for urban water suppliers and long-term protection of the environment. However, the signatories may have differing views on what additional measures might be appropriate to provide for these needs. Accordingly, this MOU is not intended to address these issues.

E. A major benefit of this MOU is to conserve water which could be used for the protection of streams, wetlands and estuaries and/or urban water supply reliability. This MOU leaves to other forums the issue of how conserved water will be used.

Although the term "Best Management Practices" has been used in various statutes and regulations, the definitions and interpretations of that term in those statutes and regulations do not apply to this MOU. The term "Best Management Practices" or "BMPs" has an independent and special meaning in this MOU and is to be applied for purposes of this MOU only as defined above.

1.2 **Implementation.** "Implementation" means achieving and maintaining the staffing, funding, and in general, the priority levels necessary to achieve the level of activity called for in the descriptions of the various BMPs and to satisfy the commitment by the signatories to use good faith efforts to optimize savings from implementing BMPs as described in Section 4.4 of this MOU. Section B of Exhibit 1 to this MOU establishes the schedule for initial implementation of BMPs.

1.3 **Signatory Groups.** For purposes of this MOU, signatories will be divided into three groups as follows:

- (a) Group 1 will consist of water suppliers. A "water supplier" is defined as any entity, including a city, which delivers or supplies water for urban use at the wholesale or retail level.
- (b) Group 2 will consist of public advocacy organizations. A "public advocacy organization" is defined as a non profit organization:
 - (i) whose primary function is not the representation of trade, industrial, or utility entities, and
 - (ii) whose prime mission is the protection of the environment or who has a clear interest in advancing the BMP process.
- (c) Group 3 will consist of other interested groups. "Other interested groups" is defined as any other group which does not fall into one of the two groups above.

1.4 **California Urban Water Conservation Council.** The California Urban Water Conservation Council or "Council" will have responsibility for monitoring the implementation of this MOU and will be comprised of signatories to this MOU grouped according to the definitions in Section 1.3 above. The duties of the Council are set forth in Section 6 and in Exhibit 2 to this MOU.

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3.4 Land Use Planning. This MOU does not deal with the question of growth management. However, each signatory water supplier will inform all relevant land planning agencies at least annually of the impacts that planning decisions involving projected growth would have upon the reliability of its water supplies for the water supplier's service area and other areas being considered for annexation.

3.5 Use of Conserved Water. A major benefit of this MOU is to conserve water which could be used for the protection of streams, wetlands and estuaries and/or urban water supply reliability. This MOU leaves to other forums the issue of how conserved water will be used.

SECTION 4

IMPLEMENTATION OF BEST MANAGEMENT PRACTICES

4.1 The Best Management Practices List, Schedule of Implementation and Assumptions. Exhibit 1 to this MOU contains:

- (a) In Section A: A list identifying those practices which the signatories believe presently meet the definition of a BMP as set forth in Section 1.1 of this MOU.
- (b) In Section B: A schedule for implementing the BMPs to be followed by signatory water suppliers unless exempted under Section 4.5 of this MOU or an alternative schedule is prepared pursuant to Section 4.6 of this MOU.
- (c) In Section C: Assumptions for use in developing estimates of reliable savings from the implementation of BMPs. Estimates of reliable savings are the water conservation savings which can be achieved with a high degree of confidence in a given service area. The estimate of reliable savings for each BMP depends upon the nature of the BMP and upon the amount of data available to evaluate potential savings. For some BMPs (e.g., public information) estimates of reliable savings may never be generated. For others, additional data may lead to significant changes in the estimate of reliable savings. It is probable that average savings achieved by water suppliers will exceed the estimates of reliable savings.

4.4 Good Faith Effort. While specific BMPs and results may differ because of varying local conditions among the areas served by the signatory water suppliers, a good faith effort to implement BMPs will be required of all signatory water suppliers. The following are included within the meaning of "good faith effort to implement BMPs":

- (a) The proactive use by a signatory water supplier of legal authorities and administrative prerogatives available to the water supplier as necessary and reasonable for the implementation of BMPs.
- (b) Where implementation of a particular BMP is not within the legal authority of a signatory water supplier, encouraging timely implementation of the BMP by other entities that have the legal authority to carry out the BMP within that water supplier's service area pursuant to existing legal authority. This encouragement may include, but is not limited to, financial incentives as appropriate.
- (c) Cooperating with and encouraging cooperation between other water suppliers and other relevant entities whenever possible and within existing legal authority to promote the implementation of BMPs.
- (d) Optimizing savings from implementing BMPs.
- (e) For each signatory water supplier and all signatory public advocacy organizations, encouraging the removal of institutional barriers to the implementation of BMPs within that water supplier's service area. Examples of good faith efforts to remove institutional barriers include formal presentations and/or written requests to entities requesting approval of, or amendment to, local ordinances, administrative policies or legislation which will promote BMP implementation.

4.5 Exemptions. A signatory water supplier will be exempt from the implementation of specific BMPs for as long as the supplier annually substantiates that based upon then prevailing local conditions, one or more of the following findings applies:

- (a) A full cost-benefit analysis, performed in accordance with the principles set forth in Exhibit 3, demonstrates that either the program (i) is not cost-effective overall when total program benefits and costs are considered; OR (ii) is not cost-effective to the individual water supplier even after the water supplier has made a good faith effort to share costs with other program beneficiaries.

SECTION 5

BAY/DELTA PROCEEDINGS

5.1 Use of MOU for Bay/Delta Proceedings. The BMPs, the estimates of reliable savings and the processes established by this MOU are agreed to by the signatories for purposes of the present proceedings on the San Francisco Bay/Sacramento-San Joaquin Delta Estuary ("Bay/Delta") and in order to move the water conservation process forward. "Present Bay/Delta proceedings" is intended to mean those Bay/Delta proceedings presently underway and those conducted until a final water rights decision is reached by the State Water Resources Control Board ("State Board"). The willingness of the signatories to enter into this MOU for purposes of the present Bay/Delta proceedings in no way limits the signatories' ability to propose different conservation practices, different estimates of savings, or different processes in a forum other than the present Bay/Delta proceedings, or for non-urban water suppliers or for other water management issues. By signing this MOU, public advocacy organization signatories are not agreeing to use the initial assumptions of reliable conservation savings in proceedings other than the present Bay/Delta proceedings. The signatories may present other assumptions of reliable conservation savings for non-signatory water suppliers in the present Bay/Delta proceedings, provided that such assumptions could not have adverse impacts upon the water supplies of any signatory water supplier. Furthermore, the signatories retain the right to advocate any particular level of protection for the Bay/Delta Estuary, including levels of freshwater flows, and do not necessarily agree on population projections for California. This MOU is not intended to address any authority or obligation of the State Board to establish freshwater flow protections or set water quality objectives for the Estuary, or to address any authority of the Environmental Protection Agency.

5.2 Recommendations for Bay/Delta Proceedings. The signatories will make the following recommendations to the State Board in conjunction with the present Bay/Delta proceedings and to the EPA to the extent the EPA concerns itself with the proceedings:

- (a) That for purposes of the present Bay/Delta proceedings, implementation of the BMP process set forth in this MOU represents a sufficient long-term water conservation program by the signatory water suppliers, recognizing that additional programs may be required during occasional water supply shortages;
- (b) That for purposes of the present Bay/Delta proceedings only, the State Board and EPA should base their estimates of future urban water conservation savings on the implementation of all of the BMPs included in Section A of Exhibit 1 to this MOU for the entire service area of

6.2 Annual Reports. The signatory water suppliers will submit standardized reports annually to the Council providing sufficient information to inform the Council on the progress being made towards implementing the BMP process. The Council will also make annual reports to the State Board. An outline for the Council's annual report to the State Board is attached as Exhibit 5 to this MOU.

SECTION 7

GENERAL PROVISIONS

7.1 Initial Term of MOU. The initial term of this MOU shall be for a period of 10 years. This initial term shall commence on September 1, 1991.

7.2 Signatories. Signatories shall consist of three groups: water suppliers, public advocacy organizations and other interested groups, arranged according to the definition in Section 1.3. Such arrangement will be made by a Council membership committee comprised of three representatives from the water suppliers' group and three representatives from the public advocacy organizations' group.

7.3 Renewal of MOU. The MOU shall be automatically renewed after the initial term of 10 years on an annual basis as to all signatories unless a signatory withdraws as described below in Section 7.4.

7.4 Withdrawal from MOU. Signatories to the MOU may withdraw from the MOU in three separate ways as described in sections (a), (b) and (c) below.

- (a) Withdrawal prior to expiration of initial term. Before the expiration of the initial term of 10 years, a signatory may withdraw by providing written notice to the Council declaring its intent to withdraw. This written notice must include a substantiated finding that one of the two provisions (i) or (ii) below applies:
 - (i) During the present Bay/Delta proceedings, the State Board or EPA used future urban water conservation savings that are inconsistent with the use of BMPs as provided in this MOU; OR
 - (ii) After a period of 5 years from the commencement of the initial term of the MOU:

will be assigned by the Council to one of the three signatory groups defined in Section 1.3 before entry into the Council. All additional signatory water suppliers shall be subject to the schedule of implementation provided in Exhibit 1.

7.6 Legal Authority. Nothing in this MOU is intended to give any signatory, agency, entity or organization expansion of any existing authority. No organization formed pursuant to this MOU has authority beyond that specified in this MOU.

7.7 Non-Contractual Agreement. This MOU is intended to embody general principles agreed upon between and among the signatories and is not intended to create contractual relationships, rights, obligations, duties or remedies in a court of law between or among the signatories.

7.8 Modifications. The signatories agree that this writing constitutes the entire understanding between and among the signatories. The general manager, chief executive officer or executive director of each signatory or their designee shall have the authority to vote on any modifications to this MOU and its exhibits. Any modifications to the MOU itself and to its exhibits shall be made by the Council as described in Exhibit 2.

EXHIBIT 1

BEST MANAGEMENT PRACTICES, IMPLEMENTATION SCHEDULES, ASSUMPTIONS AND POTENTIAL BEST MANAGEMENT PRACTICES FOR URBAN WATER CONSERVATION IN CALIFORNIA

SECTION A. BEST MANAGEMENT PRACTICES

This section contains those Best Management Practices ("BMPs") that signatory water suppliers commit to implementing. Suppliers' water needs estimates will be adjusted to reflect estimates of reliable savings from this category of BMPs. For some BMPs, no estimate of savings is made.

It is recognized by all parties that a single implementation method for a BMP would not be appropriate for all water suppliers. In fact, it is likely that as the process moves forward, water suppliers will find new implementation methods even more effective than those described. Any implementation method used should be at least as effective as the methods described below.

1. INTERIOR AND EXTERIOR WATER AUDITS AND INCENTIVE PROGRAMS FOR SINGLE FAMILY RESIDENTIAL, MULTI-FAMILY RESIDENTIAL, AND GOVERNMENTAL/INSTITUTIONAL CUSTOMERS.

Implementation methods shall be at least as effective as identifying the top 20% of water users in each sector, directly contacting them (e.g., by mail and/or telephone) and offering the service on a repeating cycle; providing incentives sufficient to achieve customer implementation (e.g., free shower-heads, hose end sprinkler timers, adjustment to high water use bills if customers implement water conservation measures, etc.). This could be a cooperative program among organizations that would benefit from its implementation.

2. PLUMBING, NEW AND RETROFIT.

- a. ENFORCEMENT OF WATER CONSERVING PLUMBING FIXTURE STANDARDS INCLUDING REQUIREMENT FOR ULTRA LOW FLUSH ("ULF") TOILETS IN ALL NEW CONSTRUCTION BEGINNING JANUARY 1, 1992.

cemeteries, parks and publicly owned landscapes on or adjacent to road rights-of-way); contacting them directly (by mail and/or telephone); offering landscape audits using methodology such as that described in the Landscape Water Management Handbook prepared for the California Department of Water Resources; and cost-effective incentives sufficient to achieve customer implementation; providing follow-up audits at least once every five years; and providing multi-lingual training and information necessary for implementation.

6. LANDSCAPE WATER CONSERVATION REQUIREMENTS FOR NEW AND EXISTING COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, GOVERNMENTAL, AND MULTI-FAMILY DEVELOPMENTS.

Implementation methods shall be enacting and implementing landscape water conservation ordinances, or if the supplier does not have the authority to enact ordinances, cooperating with cities, counties and the green industry in the service area to develop and implement landscape water conservation ordinances pursuant to the "Water Conservation in Landscaping Act" ("Act") (California Government Code §§ 65590 et seq.). The ordinance shall be at least as effective as the Model Water Efficient Landscape Ordinance being developed by the Department of Water Resources. A study of the effectiveness of this BMP will be initiated within two years of the date local agencies must adopt ordinances under the Act.

7. PUBLIC INFORMATION.

Implementation methods shall be at least as effective as ongoing programs promoting water conservation and conservation related benefits including providing speakers to community groups and the media; using paid and public service advertising; using bill inserts; providing information on customers' bills showing use in gallons per day for the last billing period compared to the same period the year before; providing public information to promote other water conservation practices; and coordinating with other governmental agencies, industry groups and public interest groups.

8. SCHOOL EDUCATION.

Implementation methods shall be at least as effective as ongoing programs promoting water conservation and conservation related benefits including working with the school districts in the water supplier's service area to provide educational materials and instructional assistance.

Conservation pricing is also characterized by one or more of the following components:

- c. Rates in which the unit rate is constant regardless of the quantity used (uniform rates) or increases as the quantity used increases (increasing block rates);
- d. Seasonal rates or excess-use surcharges to reduce peak demands during summer months;
- e. Rates based upon the long-run marginal cost or the cost of adding the next unit of capacity to the system;
- f. Lifeline rates.

12. LANDSCAPE WATER CONSERVATION FOR NEW AND EXISTING SINGLE FAMILY HOMES.

Implementation methods shall be at least as effective as providing guidelines, information and incentives for installation of more efficient landscapes and water saving practices (e.g., encouraging local nurseries to promote sales and use of low water using plants, providing landscape water conservation materials in new home owner packets and water bills, sponsoring demonstration gardens); and enacting and implementing landscape water conservation ordinances or, if the supplier does not have the authority to enact ordinances, cooperating with cities, counties, and the green industry in the service area to develop and implement landscape water conservation ordinances pursuant to the "Water Conservation in Landscaping Act" ("Act") (California Government Code §§ 65590 et seq.). The ordinance shall be at least as effective as the Model Water Efficient Landscape Ordinance being developed by the Department of Water Resources.

13. WATER WASTE PROHIBITION.

Implementation methods shall be enacting and enforcing measures prohibiting gutter flooding, sales of automatic (self-regenerating) water softeners, single pass cooling systems in new connections, nonrecirculating systems in all new conveyer car wash and commercial laundry systems, and nonrecycling decorative water fountains.

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- b. Should the Council not agree on the above assumptions, a panel will be formed by December 31, 1991 to develop such assumptions. The panel shall consist of one member appointed from the signatory public advocacy group; one member appointed from the signatory water supplier group; and one member mutually agreed to by the two appointed members. The assumptions to be used for this BMP will be determined by a majority vote of the panel by February 15, 1992 using the criteria for determining estimates of reliable savings included in this MOU. The decision of the panel will be adopted by the Council and forwarded to the State Board by March 1, 1992.

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3. LEAK DETECTION AND REPAIR. (DISTRIBUTION SYSTEM WATER AUDITS to be implemented by end of first year.)
4. METERING WITH COMMODITY RATES FOR ALL NEW CONNECTIONS AND RETROFIT OF EXISTING CONNECTIONS.
6. LANDSCAPE WATER CONSERVATION REQUIREMENTS FOR NEW AND EXISTING COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, GOVERNMENTAL, AND MULTI-FAMILY DEVELOPMENTS.
11. CONSERVATION PRICING. (All components except billing for sewer service based on metered water use.)
12. LANDSCAPE WATER CONSERVATION FOR NEW AND EXISTING SINGLE FAMILY HOMES.
16. ULTRA LOW FLUSH TOILET REPLACEMENT.

The following BMPs will be implemented by the end of the third year of the initial term:

1. INTERIOR AND EXTERIOR WATER AUDITS AND INCENTIVE PROGRAMS FOR SINGLE FAMILY RESIDENTIAL, MULTI-FAMILY RESIDENTIAL, AND GOVERNMENTAL/INSTITUTIONAL CUSTOMERS.
5. LARGE LANDSCAPE WATER AUDITS AND INCENTIVES.
9. COMMERCIAL AND INDUSTRIAL WATER CONSERVATION.
10. NEW COMMERCIAL AND INDUSTRIAL WATER USE REVIEW.
11. CONSERVATION PRICING. (Billing for sewer service based on metered water use.)
15. FINANCIAL INCENTIVES.

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2. Plumbing, New and Retrofit		
a. Enforcement of Water Conserving Plumbing Fixture Standards Including Requirement for Ultra Low Flush Toilets in All New Construction Beginning January 1, 1992		
Reduction factor	b	b
Coverage factor		
All new homes and buildings built after January 1992	N/A	N/A
b. Support state and federal legislation prohibiting sale of toilets using more than 1.6 gallons per flush		
Reduction factor	b	b
Coverage factor	NQ	NQ
c. Plumbing Retrofit		
Single family canvass		
Reduction factors		
Toilet retrofit ^a	1.3 gcd	N/A
Low-flow showerhead	7.2 gcd	N/A
Coverage factor		
Installation Rate	75%	N/A
Multi-family owner contact		
Reduction factors		
Toilet retrofit	1.3 gcd	N/A
Low-flow showerhead	7.2 gcd	N/A
Coverage factor		
Installation rate	80%	N/A

6. Landscape Water Conservation Requirements for New and Existing Commercial, Industrial, Institutional, Governmental, and Multi-family Developments	
Reduction factor	20%
Reduced landscape water use, percent of new irrigation use	
Coverage factor	
All new landscape areas	
7. Public Information	
Reduction factor	NQ
Coverage factor	NQ
8. School Education	
Reduction factor	NQ
Coverage factor	NQ
9. Commercial and Industrial Water Conservation	
Commercial water reduction results from Best Management Practices such as Interior and Landscape Water Audits, Plumbing Codes, and Other Factors but exclude Ultra Low Flush Toilet Replacement. Estimated reduction in gallons per employee per day in year 2000 use occurring over the period 1980-2000.	12% ^c
Industrial water reduction results from Best Management Practices, Waste Discharge Fees, New Technology, Water Audits, Plumbing Codes and Other Factors, but exclude Ultra Low Flush Toilet Replacement. Estimated reduction in gallons per employee per day in year 2000 use over the period 1980-2000.	15% ^c
10. New Commercial and Industrial Water Use Review	
Reduction factor	NQ
Coverage factor	NQ

NOTES AND DEFINITION OF TERMS

- a five year life (toilet retrofit)
- b refer to paragraphs (a) and (b) of Best Management Practice No. 16
- c includes savings accounted for in other Best Management Practices
- gcd = gallons per capita per day
- Reduction factor = unit water savings
- Coverage factor = installation and/or compliance rate
- Low flow showerhead = 2.5 gallons per minute maximum flow
- Ultra low flush toilet = 1.6 gallons per flush maximum
- Unaccounted for water = authorized (unmetered uses), leakage and meter error
- Outdoor use = summer - winter use, on an average annual basis
- Irrigation use = water used solely for irrigating, excluding cooling water use
- Target = customers offered an incentive or audit
- N/A = not applicable
- NQ = not quantified at this time

EXHIBIT 2

CALIFORNIA URBAN WATER CONSERVATION COUNCIL

1. The California Urban Water Conservation Council (the "Council") will be comprised of a representative of each of the signatories to the MOU.
2. The Council will be housed by California Urban Water Agencies ("CUWA"). The Council will act independently of CUWA on all technical and policy issues. CUWA will be responsible for the initial funding and ensuring that the Council's administrative and general office needs are met. CUWA will retain the right to withdraw from this relationship at any time upon 180 days written notice to the Council. The Council recognizes that its funding requirements may exceed what CUWA is prepared to contribute and that alternative funding may be needed.
3. The Council's responsibilities and authorities include:
 - (a) Recommending study methodologies for Best Management Practices ("BMPs"), including procedures for assessing the effectiveness and reliability of urban water conservation measures.
 - (b) Developing guidelines including discount rate to be used by all signatories in computing BMP benefits and costs pursuant to Exhibit 3.
 - (c) Reviewing and modifying the economic principles set forth in Exhibit 3.
 - (d) Collecting and summarizing information on implementation of BMPs and Potential Best Management Practices ("PBMPs").
 - (e) Adopting or modifying BMPs and PBMPs lists.
 - (f) Adopting or modifying reliable water conservation savings data for BMPs.
 - (g) Adopting or modifying the schedules of implementation for existing and new BMPs.
 - (h) Adopting or modifying the schedules for research and demonstration projects for BMPs and PBMPs.
 - (i) Coordinating and/or making recommendations regarding BMPs study and demonstration projects.

including votes made in person or in writing, and a vote in favor of the action or modification by at least 2/3 of the members of Group 2 voting, including votes made in person or in writing.

8. All other modifications and Council actions shall be undertaken as follows: There must be a vote in favor of the modification or action by a simple majority of the members of Group 1 voting, including votes made in person or in writing, and a vote in favor of the modification or action by a simple majority of the members of Group 2 voting, including votes made in person or in writing.

EXHIBIT 3

PRINCIPLES TO GUIDE THE PERFORMANCE OF BMP ECONOMIC (COST-EFFECTIVENESS) ANALYSES

1. The total cost-effectiveness of a conservation measure will be measured by comparing the present value of the benefits of the measure listed in paragraph 3 below to the present value of the costs listed in paragraph 4. The measure will be cost-effective if the present value of the benefits exceeds the present value of the costs.
2. The cost-effectiveness of a conservation measure to the water supplier will be measured by comparing the present value of the benefits described in paragraph 5 to the present value of the costs described in paragraph 6. The measure will be cost-effective if the present value of the benefits exceeds the present value of the costs.
3. Total benefits exclude financial incentives received by water suppliers or by retail customers. These benefits include:
 - (a) avoided capital costs of production, transport, storage, treatment, wastewater treatment and distribution capacity
 - (b) avoided operating costs, including but not limited to, energy and labor
 - (c) environmental benefits and avoided environmental costs
 - (d) avoided costs to other water suppliers, including those associated with making surplus water available to other suppliers
 - (e) benefits to retail customers, including benefits to customers of other suppliers associated with making surplus water available to these suppliers
4. Total program costs are those costs associated with the planning, design, and implementation of the particular BMP, excluding financial incentives paid either to other water suppliers or to retail customers. These costs include:
 - (a) capital expenditures for equipment or conservation devices
 - (b) operating expenses for staff or contractors to plan, design, or implement the program
 - (c) costs to other water suppliers

- (e) avoided costs to non-water supply agencies
- (f) benefits and costs to retail customers
- (g) benefits of water made available to other entities as a result of conservation efforts

EXHIBIT 4

[Date]

These guidelines will recognize the uniqueness of individual water suppliers and will therefore not impose excessive uniformity.

- 8. Within these guidelines, each water supplier will be responsible for analyses of the cost-effectiveness of particular BMPs on its system. These analyses will be reviewed by the Council.
- 9. The Council will also be responsible for periodically reviewing the overall framework set forth in this Exhibit.

W. Don Maughan, Chairman, and Members
State Water Resources Control Board
901 "P" Street
Sacramento, California 95801

Subject: Bay/Delta Proceedings:
Urban Water Conservation

Dear Chairman Maughan and Members:

We are pleased to forward to you a copy of a "Memorandum of Understanding Regarding Urban Water Conservation in California" recently entered into by many urban water suppliers, public advocacy organizations, and other interested groups.

This Memorandum of Understanding was developed over a period of many months of fact-gathering and intensive negotiations. It commits the signatory water suppliers to good faith implementation of a program of water conservation which embodies a series of "Best Management Practices" for California's urban areas. It also commits all of the signatories to an ongoing, structured process of data collection through which other conservation measures, not yet in general use, can be evaluated as to whether they should be added to the list of Best Management Practices. Finally, it commits all signatories to recommending to this Board that the Best Management Practices identified in this Memorandum of Understanding be taken as the benchmark for estimating reliable savings for urban areas which utilize waters affected by the Bay/Delta proceedings. An important part of this program is the signatories' recognition of the need to provide long-term reliability for urban water suppliers and long-term protection of the environment.

To carry out these commitments, please be advised that each of the signatories has endorsed making the following recommendations to this Board:

provided that such assumptions could not adversely impact the water supplies of signatory water suppliers.

The Memorandum of Understanding establishes an ongoing process for study and research in the field of urban water conservation and an organizational structure to support this effort, which is described in Exhibit 2 to the Memorandum of Understanding. The process is dynamic and contemplates periodic revisions to the list of Best Management Practices, as well as refinements to the savings assumptions based on continuing field studies. The California Urban Water Conservation Council will forward updated lists of Best Management Practices and updated savings assumptions to the Board as they become available. However, for the present Bay/Delta proceedings, the measures and savings assumptions listed on Exhibit 1 should be used as described above.

The Memorandum of Understanding is a significant accomplishment and one of which all the parties are proud. We hope it will be of value to the Board in the complex and important Bay/Delta proceedings. By copy of this letter, we are forwarding these recommendations to the Environmental Protection Agency.

Very Truly Yours,

Name of Signatory

By: _____

cc: Administrator
U.S. Environmental Protection Agency
401 "M" Street, SW
Washington, D.C. 20460

Regional Administrator, Region IX
U.S. Environmental Protection Agency
215 Fremont Street
San Francisco, California 94105

EXHIBIT 5

URBAN WATER CONSERVATION ANNUAL REPORT OUTLINE

I. Executive Summary

II. Implementation Assessment

Water Suppliers' Report
Findings
Comments
Progress

Public Advocacy Organizations' Report
Findings
Comments
Progress

III. Survey Results for 199X

Summary of Survey Responses

Table __. Per Capita Usage [by region]

Table __. Status of BMP Implementation [by supplier]

Table __. Proposed Implementation Schedules

Interpretation of Survey Responses

Lack of Data

Climatic Influences

Implementation Difficulties

Evaluation of Results

IV. Trend Analysis

Comparison with Prior Years

Table __. Per Capita Usage [by region]

Projected Conservation

Table __. Schedule of Implementation

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XI. Substantiated Findings in Support of Use of Alternative Schedule of Implementation

Appendices

List of Signatories [subcommittee members noted]
Key Correspondence and Comments

ATTACHMENT "D"

RESOLUTION NO. 5-92

RESOLUTION OF THE BOARD OF DIRECTORS OF THE DUBLIN SAN RAMON
SERVICES DISTRICT APPROVING THE WATER SUPPLY POLICY

WHEREAS, the Dublin San Ramon Services District is organized under the laws of the State of California as a Community Services District; and

WHEREAS, those laws give the District the authority to serve water within our jurisdiction; and

WHEREAS, the reliability of our existing water supply is inadequate in times of drought; and

WHEREAS, the agencies with Land Use Planning that are currently served by the District or which surround the District are envisioning development which will require additional water supplies; and

WHEREAS, it is uncertain whether these water supplies can be obtained by the District within the terms of our existing or renegotiated contract with Zone 7; and

WHEREAS, as a service provider it is our obligation to take whatever steps are necessary to obtain water for our service area in the most cost effective and environmental manner possible.


NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Dublin San Ramon Services District, that it is our policy to: (1) First and foremost to secure water to meet the needs of our existing customers; (2) Pursue the acquisition of additional water supplies to meet the needs of new development being planned by the City of Dublin, the City of San Ramon

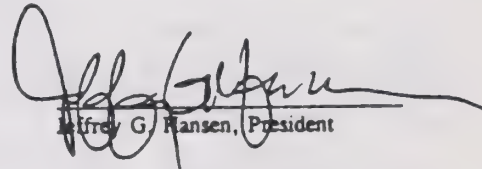
and Contra Costa County; (3) Cooperate with Zone 7 of the Alameda County Flood Control and Water Conservation District to obtain the needed water but to take the steps necessary to acquire this water from sources other than Zone 7 if that is what is required; and, (4) that the ultimate beneficiaries of the water will equitably participate in funding of the planning, engineering, acquisition and delivery of that water into our service areas.

ADOPTED by the Board of Directors of the Dublin San Ramon Services District at its regular meeting held the 4th day of February, 1992, and passed by the following votes:

AYES: 5 - Directors Joseph Covello, Donald M. Schinnerer,
G.T. (Tom) McCormick, Georgean M. Vonheeder, Jeffrey G. Hansen
NOES: 0
ABSENT: 0

ATTEST:


Nancy Gamble, Secretary


Jeffrey G. Hansen, President

ATTACHMENT "E"



ZONE 7 OF
ALAMEDA COUNTY FLOOD
CONTROL AND WATER
CONSERVATION DISTRICT



DUBLIN SAN RAMON
SERVICES DISTRICT



CITY OF
LIVERMORE

EXECUTIVE
SUMMARY

LIVERMORE-
AMADOR VALLEY
WATER RECYCLING
STUDY

May 1992



Brown and Caldwell
Consultants

In Association With:

DAVID KEITH TODD
CONSULTING ENGINEERS, INC.

EOA, Inc.
Eisenberg, Olivieri, & Associates



Brown and Caldwell

Consultants

3480 Buskirk Avenue
Pleasant Hill, CA 94523-4342
P.O. Box 8045
Walnut Creek, CA 94596-1220
(510) 937-9010
FAX (510) 937-9026

May 29, 1992

Mr. Vincent D. Wong
Assistant General Manager
Zone 7 of Alameda County Flood Control
and Water Conservation District
5997 Parkside Drive
Pleasanton, California 94588

11-6054-01/5

Subject: Executive Summary, Livermore-Amador Valley Water Recycling Study

Dear Mr. Wong:

We are pleased to submit this Executive Summary for the Livermore-Amador Valley Water Recycling Study, completed for Zone 7, the City of Livermore, and Dublin San Ramon Services District. It includes the following sections:

Introduction. Presents an overview of the study's objectives, scope and organization.

Identified Projects. Lists the 11 projects initially identified for screening.

Projects Selected for Evaluation. Identifies the seven projects selected for detailed development and evaluation.

Development of Projects. Briefly discusses the criteria for project development.

Project Descriptions and Costs. Discusses the seven developed projects and presents capital and operation and maintenance costs.

Recommended Key Projects. Presents three projects identified as the basis for development of a long-term Water Recycling Program in the Valley.

Conclusions. Briefly summarizes the overall conclusions and recommendations of the study.

Mr. Vincent D. Wong
May 29, 1992
Page 2

Three "key projects" are identified that can provide up to 25,000 acre-feet per year of recycled water in the future. These projects include landscape irrigation of nondemineralized recycled water in the Fringe Subbasins (Project W-1), recharge of demineralized water to the future Chain of Lakes (Project W-4), and recharge of demineralized recycled water through arroyos and spreading basins (Project E-6).


The Water Recycling Study does more than simply identify specific projects for construction, however. It discusses the institutional arrangements and the policy elements that must be developed to permit the future implementation of a long-term Water Recycling Program. Such a program can be an important element of Zone 7's water supply for the Valley. In addition, the report identifies the elements of a Salt Management Program, which will rely on water recycling (with reverse osmosis demineralization) as one means of maintaining and enhancing the water quality of the Central Groundwater Basin.

Readers who wish more detailed information on the study's approach, procedures, conclusions, and recommendations are referred to the full report. That document provides a comprehensive discussion of the technical and non-technical elements of water recycling and the recommended program.

In closing, we want to thank the members of the Technical and Policy Advisory Groups for their assistance in completing the study. We will be pleased to meet with Zone 7 and the other Valley agencies to discuss our findings and recommendations.

Very truly yours,

BROWN AND CALDWELL CONSULTANTS


Richard J. Stenquist
Project Manager

RJS:bm

Brown and Caldwell
Consultants

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Adam W. Olivieri, Dr. P.H.
Alan R. Wong**

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LIVERMORE-AMADOR VALLEY WATER RECYCLING STUDY

EXECUTIVE SUMMARY

INTRODUCTION

The water and wastewater agencies of the Livermore-Amador Valley have studied water recycling (also termed water reclamation or water reuse) for over 20 years. While some projects of limited extent have been undertaken, the total volume of wastewater treated and recycled within the Valley remains small. The main reason has been concern over the impact of water recycling on the quality of groundwater in the Valley's Central Groundwater Basin, particularly with respect to soluble constituents such as total dissolved solids—also termed salt or salinity—and nitrate.

Most of the Valley's wastewater is currently treated at one of the two major wastewater treatment plants in the Valley: the Livermore Water Reclamation Plant and the Dublin San Ramon Services District (DSRSD) Wastewater Treatment Plant. Treated effluent is discharged via the Livermore-Amador Valley Water Management Agency pipeline to the East Bay Dischargers Authority regional outfall and then into San Francisco Bay near Hayward.

Two principal changes have occurred that now make water recycling projects in the Valley potentially much more attractive than in the past. The first is that water resources in California are becoming increasingly scarce. There have been no major water resources development projects for 10 to 15 years. Environmental review requirements plus an increased public concern over construction of additional water supply development projects are expected to continue to limit implementation of such projects in the future. Further, water supply development projects are becoming increasingly expensive, in part because the less expensive projects have already been built.

The two major droughts that California has experienced have emphasized the need to use water wisely and to conserve and recycle water wherever possible. Even under "normal" conditions, however, California will continue to find that its water supplies are being stressed. Water recycling projects will become an increasingly important part of the overall water supply management system in California.

Alameda County Flood Control and Water Conservation District, Zone 7, has identified potential shortfalls in water supply early in the next century. In addition, during the most recent drought years, Zone 7 has not received its contractually committed allocation of water from the

State Water Project. Further, the State may be unable to construct its planned facilities to provide the additional water that it has contractually committed to deliver to Zone 7 in the future.

The second reason for increased interest in water recycling in the Livermore-Amador Valley is the emergence of reverse osmosis demineralization as a "conventional" rather than innovative or experimental wastewater treatment process. Overall operating costs have decreased significantly as low-pressure membranes have been developed, and the reliability of reverse osmosis systems has increased as experience with them has been gained in such facilities as Orange County Water District's Water Factory 21, which produces recycled water for use in groundwater recharge projects.

The decrease in reverse osmosis costs, coupled with the increase in costs for developing new sources of potable water, have now made water recycling with reverse osmosis a potentially economically viable option for water supply in the Valley. This Water Recycling Study has therefore been undertaken by the three Valley agencies with principal responsibility for water supply and wastewater disposal: Zone 7, DSRSD, and the City of Livermore.

Scope of Study

The principal objective of the Water Recycling Study was to investigate the feasibility of a water recycling program in the Livermore-Amador Valley, while continuing to provide protection and enhancement of the groundwater basin water quality. The major tasks of the study were as follows:

- **Review of Previous Work.** A wealth of information is available from previous investigations undertaken in the Valley over the last 20 years. The purpose of this task was to review that work and to document it in a concise manner.
- **Water Supply, Groundwater, and Recycled Water.** The purpose of this task was to identify potential groundwater recharge methods and areas and to determine the potential interrelationships between water supply and groundwater recharge of recycled water.
- **Recycled Water Market Assessment.** For direct reuse of recycled water, potential reuse categories and sites were identified. Landscape irrigation is the largest potential reuse category in the Valley.
- **Evaluation of Alternatives.** Specific water recycling alternatives were developed and evaluated. Key projects, which are expected to receive future attention for construction, were identified.

- **Permitting Requirements and Institutional/Policy Considerations.** The probable provisions of recycling project permits were identified, and the steps involved in obtaining a permit were outlined. In addition, potential institutional arrangements among project participants were identified, and other policy needs were discussed.

Organization of Study

The principal sponsor of this study was Alameda County Flood Control and Water Conservation District, Zone 7. Cosponsors were the City of Livermore and DSRSD. The lead project consultant was Brown and Caldwell Consultants. Major subconsultants were David Keith Todd Consulting Engineers, Inc., and EOA, Inc. (Eisenberg, Olivieri & Associates). Todd Engineers focused on groundwater and hydrogeology issues, and EOA carried out the permitting and institutional arrangements tasks. Brown and Caldwell Consultants provided overall project management and was responsible for project development and evaluation and for report preparation. The project organization is shown on Figure 1.

Two advisory groups participated in the study by reviewing work products and providing suggestions and recommendations at key milestones. The Technical Advisory Group (TAG) consisted of staff members of local governmental agencies and regulatory agencies. The Policy Advisory Group (PAG) was composed of the TAG, plus policy makers (governing board or council members) from the sponsoring agencies. The PAG also operated as the Steering Committee for the Water Recycling Task Force, which was formed to promote water recycling in the Livermore-Amador Valley.

IDENTIFIED PROJECTS

The term "project" used in this study means specific water recycling elements that will use a given amount of water in a certain way. For example, one project envisions using 4,000 acre-feet per year (acre-ft/yr) of demineralized recycled water to recharge the Central Groundwater Basin by putting the water into the Chain of Lakes. There are two important characteristics of each project as defined in this report that should be understood.

1. Minor or even moderate changes within each project can be made without requiring identification of a new project. Thus, in the example just noted, the amount of water recycled, 4,000 acre-ft/yr, may be increased above the amount shown if, for example, the overall use of water from the basin is increased. The purpose of this characteristic—permitting change within projects—is to minimize the number of projects that need to be evaluated.

Water Recycling Study

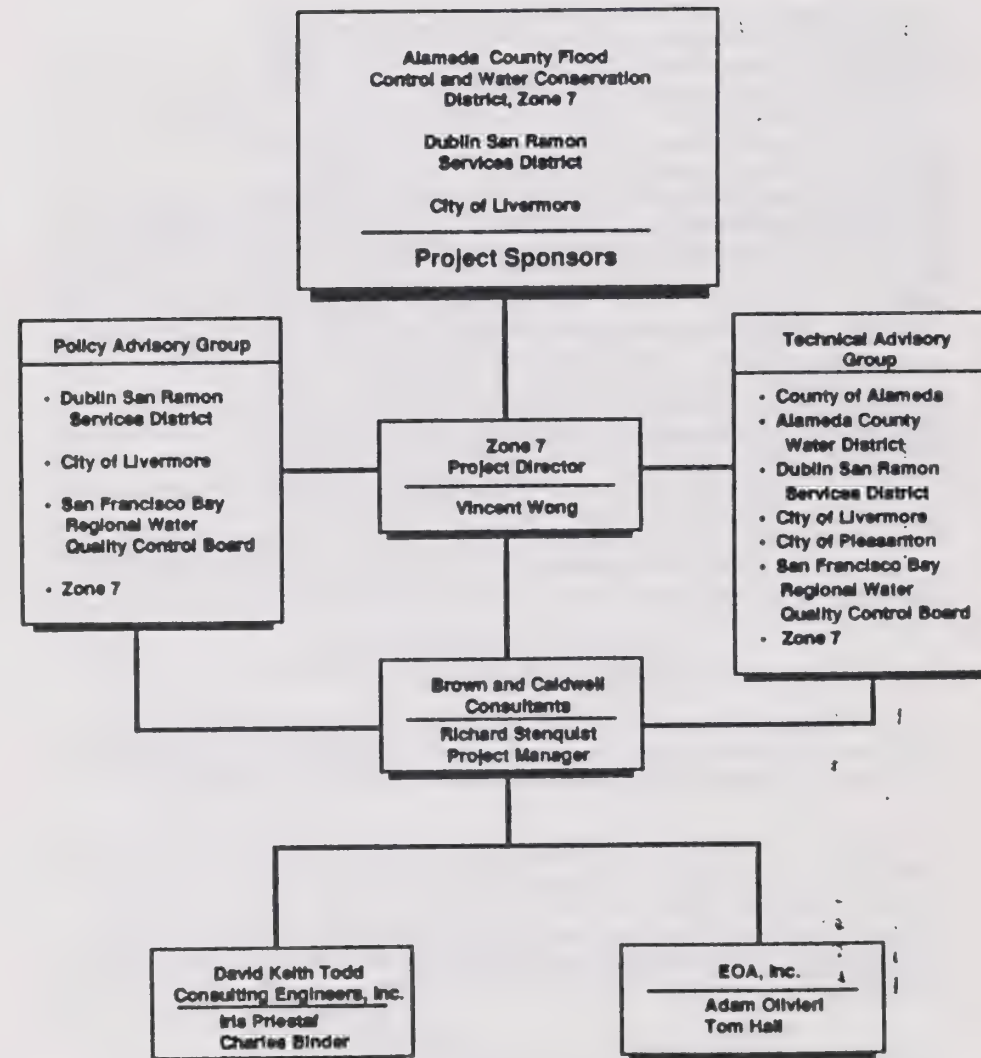


Figure 1 Project Organization

2. Some of the projects will be mutually exclusive, i.e., they cannot all be implemented. In particular, the projects that provide for recharge to the Central Groundwater Basin could all provide approximately the same amount of water for the same use: extraction at existing municipal supply wells. Other projects are additive, however. Some provide recharge for domestic use; others recycle water for landscape irrigation. To the extent that there is enough recycled water available, several projects can be added together to form a larger project.

Two main reuse categories account for essentially all of the recycled water volume identified in the study. The first is landscape irrigation through direct reuse. The second is groundwater recharge for municipal use, including indirect potable use. Water recharged to the Central Groundwater Basin would be extracted through existing and future supply wells and used in the existing Valley municipal water system.

Eleven separate projects were identified. Five of these are located in the western portion of the Valley and would use the DSRSD wastewater treatment plant as the source of recycled water. These projects are identified as W-1 through W-5. The other six projects would use the Livermore Water Reclamation Plant as the source of recycled water; they are identified as Projects E-1 through E-6.

- Project W-1, Use of nondemineralized recycled water for landscape irrigation in the San Ramon Valley and Dublin area.
- Project W-2, Use of demineralized recycled water for well injection recharge to the Central Groundwater Basin.
- Project W-3, Use of demineralized recycled water for landscape irrigation in the Pleasanton area.
- Project W-4, Use of demineralized recycled water for groundwater recharge to the Chain of Lakes.
- Project W-5, Use of demineralized or nondemineralized water for landscape irrigation in the Sunol area.
- Project E-1, Use of nondemineralized recycled water for landscape irrigation in the North Livermore area.
- Project E-2, Use of demineralized recycled water for injection well recharge to the Central Groundwater Basin.

- Project E-3, Use of demineralized recycled water for groundwater recharge, landscape irrigation, stream enhancement, and agricultural irrigation in the southeast Livermore area.
- Project E-4, Use of demineralized recycled water for groundwater recharge, landscape irrigation, and agricultural irrigation in the south Livermore area.
- Project E-5, Use of demineralized recycled water for groundwater recharge and Chain of Lakes recharge in the area near the Livermore Water Reclamation Plant.
- Project E-6, Use of demineralized recycled water for groundwater recharge in the Livermore area.

PROJECTS SELECTED FOR EVALUATION

Based on a screening process, the following seven projects were selected for detailed development and evaluation:

- Project W-1, Use of nondemineralized recycled water for landscape irrigation in the San Ramon and Dougherty Valleys, Dublin, and the Stoneridge and Hacienda Business Park areas of north Pleasanton. Portions of this alternative have been studied in detail by both DSRSD and the East Bay Municipal Utility District, and strong interest has been expressed in implementing this project. Project W-1 could also be linked with existing Livermore recycling facilities and with Project E-1. During the winter when irrigation demand is low or nonexistent, water would be stored in an aquifer.
- Project W-3, Use of demineralized recycled water for landscape irrigation in the Pleasanton area. This area is in the Zone 7 water service area and over the Central Groundwater Basin. Thus, demineralization of irrigation water is desired to reduce the salt loadings to the Central Basin. Put-and-take groundwater aquifer storage is used for winter recycled water flows.
- Project W-4, Recharge of the Central Groundwater Basin with demineralized recycled water via the Chain of Lakes. Recycled water would be transported from the DSRSD wastewater treatment plant to the western recharge face of the Chain of Lakes. Full implementation of this project would need to await

completion of mining operations in the area, but initial recharge efforts could probably begin sometime between 2000 and 2005 when operations in the western portion of the area have been completed.

Project E-1, Use of nondemineralized recycled water for landscape irrigation in the north Livermore area. Because this area is currently undeveloped, it provides an important opportunity for maximizing use of recycled water through dual water systems. Recycled water could be used for all or most irrigation facilities, plus nonpotable uses in commercial and industrial facilities. Project E-1 could be connected with existing Livermore water recycling facilities and with Project W-1, providing for an extensive irrigation system north of Interstate 680. A surface reservoir would be needed for winter storage as there is no suitable location for groundwater put-and-take storage.

Project E-3, Use of demineralized water for landscape irrigation in Livermore, agricultural (vineyard) irrigation in the southeast Livermore area, and stream recharge, basin recharge, and Chain of Lakes recharge to the Central Groundwater Basin. This project provides a wide range of uses for recycled water. Recharge basins would include the abandoned Livermore oxidation ponds and a city-owned parcel in the Madeiros Parkway. Recycled water would be delivered to the Madeiros Parkway Basin from an upstream discharge into Arroyo Mocho and then pumped out of the Arroyo into the basin. For the irrigation component, winter recycled water flows would be stored in a put-and-take aquifer storage system.

Project E-4, Use of demineralized water for stream recharge, basin recharge, and Chain of Lakes recharge to the Central Groundwater Basin and for landscape and agricultural irrigation in the south Livermore area, particularly in the proposed Ruby Hill Development. This alternative could be staged to provide groundwater recharge initially and irrigation in the future when the Ruby Hill Development is begun. As with Project E-1, dual water systems could be included in the new development to maximize recycled water use. Groundwater storage would be used for winter-time recycled water flows.

Project E-6, Use of demineralized recycled water for groundwater recharge through stream recharge and basin recharge. The advantages of this project are that with no irrigation component, there are no large winter storage requirements and a relatively low-pressure pumping and piping system is

needed to deliver the recycled water to the turnout points for stream addition.

The projects that were eliminated from consideration are W-2, W-5, E-2, and E-5. These are discussed below.

There are hydrogeologic uncertainties associated with Projects W-2 and E-2. First, the potential for forming a barrier to prevent migration of salty shallow groundwater from the Fringe Subbasins to the Central Basin is incompatible with the need to inject the recycled water at a deep level to maximize the potential for travel to the extraction wells. Further, even at the deeper layers, there may be poor continuity between the injection wells and the existing extraction wells. Recharge to the Central Basin can be accomplished less expensively through some of the other projects under consideration.

Project W-5, landscape irrigation in the Sunol area, was eliminated because it is outside of the Zone 7 water service area and, unlike the area covered by Project W-1, has received little attention. It does hold promise for the future, however. A joint study by Zone 7 and the San Francisco Water Department may be appropriate.

Project E-5 is merely a truncated version of Project E-6 and could be developed as a first stage of that project. Therefore, it does not warrant evaluation as a separate alternative.

DEVELOPMENT OF PROJECTS

The seven projects identified in the screening process were developed further for more detailed evaluation. Three important topics relating to project development are: (1) target reuse capacity, (2) available wastewater flow, and (3) degree of demineralization.

Target Reuse Capacity

Based on Zone 7's recent evaluation of future water supply needs plus a desire to increase the reliability of supply as well as recognition of the potential for reverse osmosis to play an important role in salt management in the Central Basin, a target reuse capacity of 20,000 to 25,000 acre-ft/yr has been identified. This is not a firm goal but provides a general objective with regard to water supply needs.

The recommended plan should provide a reasonable overall balance between recycled water demand and available wastewater flow. There are continuing debates within the Valley on the appropriate growth scenarios. These debates make future flow projections particularly difficult. For the purposes of this study, the following values have been chosen for current and future flows. The range in future flows cover the range in growth projections from a "constrained general plans" scenario to a "prospective general plans" scenario as identified in the subsequent environmental impact report for the Tri-Valley Wastewater Authority Wastewater Export Project. These flows are shown below:

	<u>Current</u>	<u>Future</u>
DSRSD	8.0 mgd (9,000 acre-ft/yr)	20-27 mgd (22,000-30,000 acre-ft/yr)
Livermore	5.0 mgd (5,600 acre-ft/yr)	10-18 mgd (11,000-20,000 acre-ft/yr)
Total	13.0 mgd (14,600 acre-ft/yr)	30-45 mgd (33,000-50,000 acre-ft/yr)

For the purposes of project evaluation, the identified degree of demineralization, i.e., the specific recycled water salinity level, has been based on current Zone 7 and Regional Water Quality Control Board (RWQCB) policy and on proposed Department of Health Services (DHS) regulations for groundwater recharge projects. The following total dissolved solids (TDS) concentrations were used for project development and evaluation:

- Irrigation, Fringe Subbasins, 700 mg/L (current wastewater effluent value, no demineralization).
- Irrigation, Central Basin, 250 mg/L (current limit identified by Zone 7 and Regional Board policy).
- Recharge, surface spreading, 170 mg/L (based on proposed regulations for organics removal for groundwater recharge by surface spreading).

- Recharge, direct injection, 100 mg/L (based on proposed regulations for organics removal).

It is important to note, that with regard to the Zone 7 and Regional Board policies on total dissolved solids in Central Basin surface and groundwaters, the use of reverse osmosis provides a powerful tool to develop a new approach to salt management in the basin. Therefore, the salinity concentrations used in project development in this study may be modified as project development proceeds and as new policies are developed that provide for a more comprehensive basin management approach than has previously been possible.

A summary of the recycled water use associated with each project is shown in Table 1. The layouts for the distribution pipelines for each project are shown on Figures 2 through 8. Recycling volumes associated with "current" conditions are based on (1) serving existing quarry reuse sites and (2) restrictions on groundwater recharge associated with ongoing quarry operations. Volumes associated with "future" conditions include provision of recycled water for residential landscape irrigation of new developments using dual water systems. In addition, once quarry operations are complete in the Valley, additional groundwater recharge volumes will be possible.

A summary of the capital and operation and maintenance cost estimates for the projects are presented in Table 2. Costs are based on 1992 price levels (Engineering News-Record Construction Cost Index of 6300 for capital costs). Total annual costs are based on an annualized capital cost computed at 8 percent interest over 20 years. Also shown in Table 2 are the annual use in acre-ft/yr and the unit cost in dollars/acre-ft.

The unit costs generally fall into two categories: those near \$1,000 per acre-ft (W-1, W-4, E-3, E-4, and E-6) and those in the range of \$1,500 per acre-ft (W-3 and E-1).

Based on the cost analysis and the noncost evaluation, Projects W-1, W-4, and E-6 warrant the most attention. These projects, or modifications of them, are part of the recommended water recycling program resulting from this study.

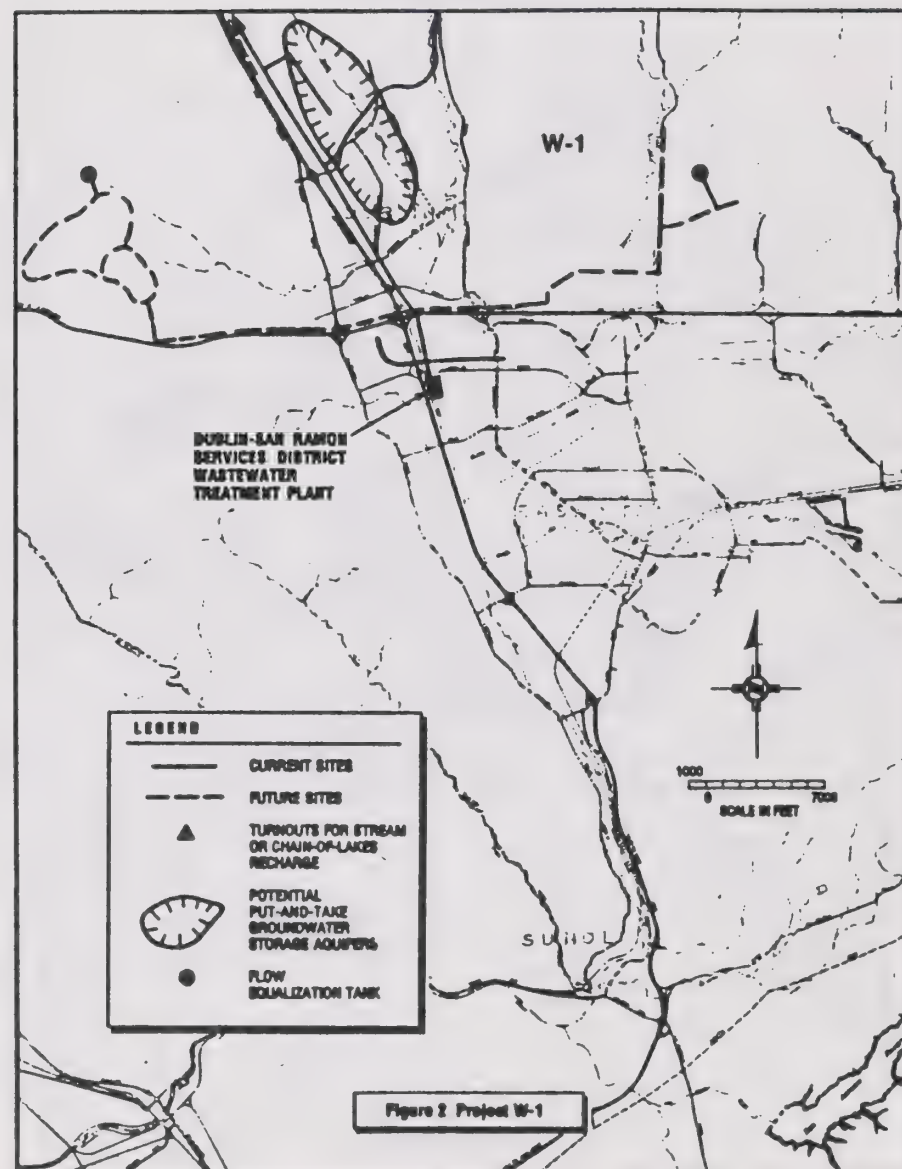
The final program recommendations go beyond identifying projects for implementation. The recommendations also discuss how other current and proposed recycling projects can fit into the overall program. For example, additional recycling projects in the vicinity of both of the wastewater treatment plants in the Valley may be appropriate. In addition, the recommendations discuss possible policy changes with regard to demineralization and restrictions on TDS levels

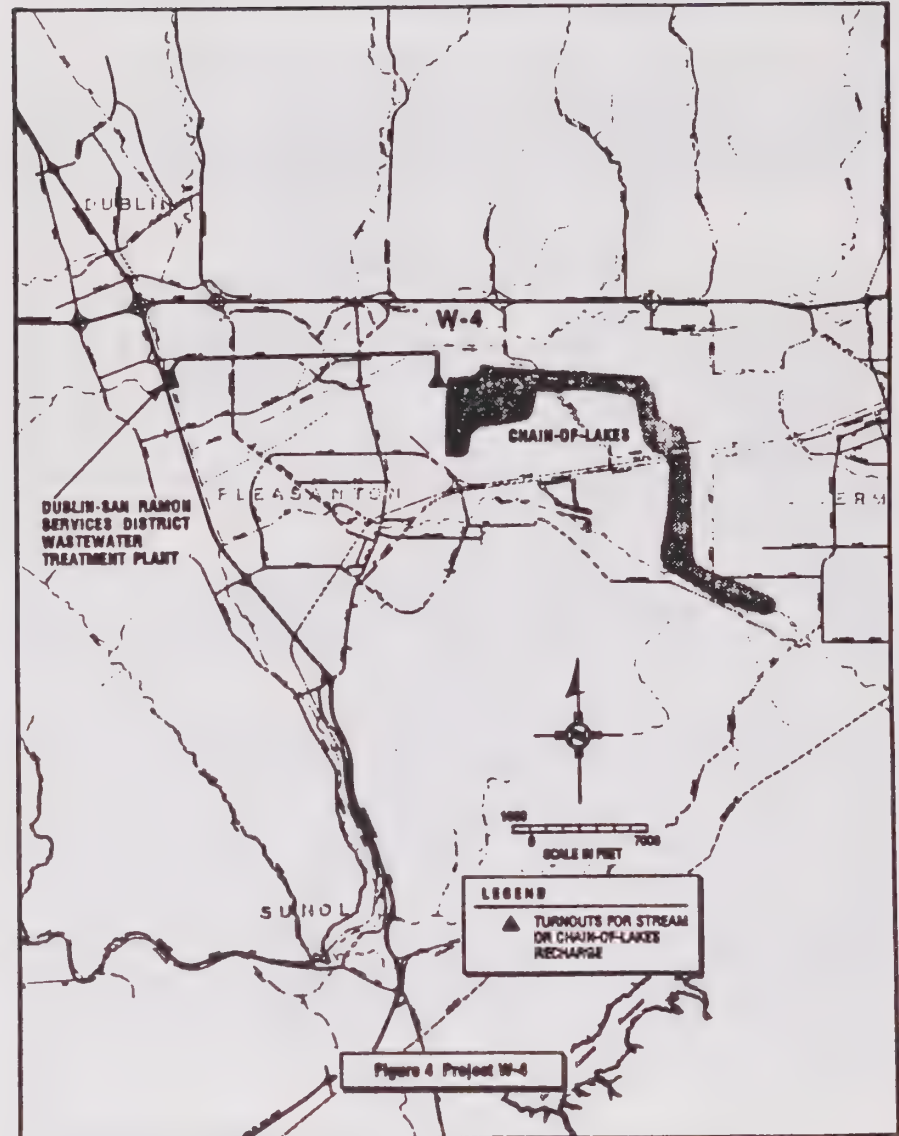
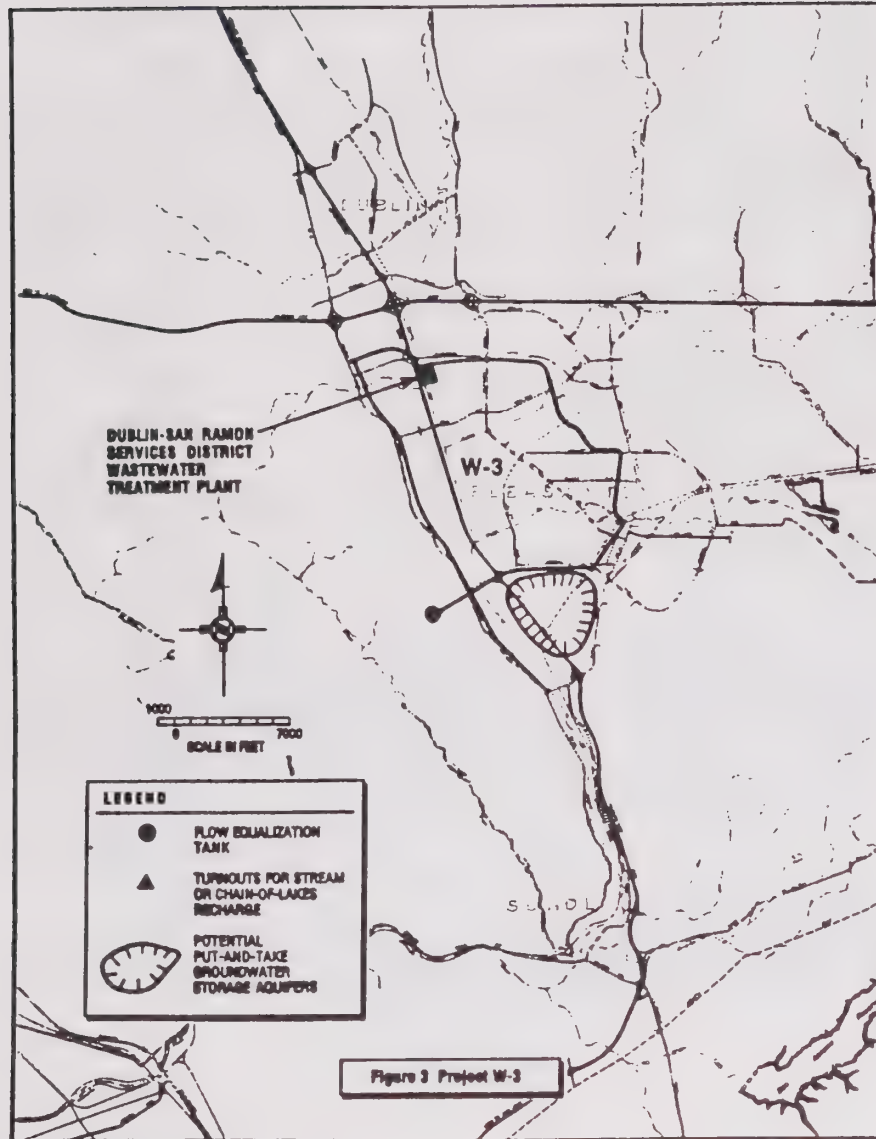
Table 1 Summary of Reuse Quantities

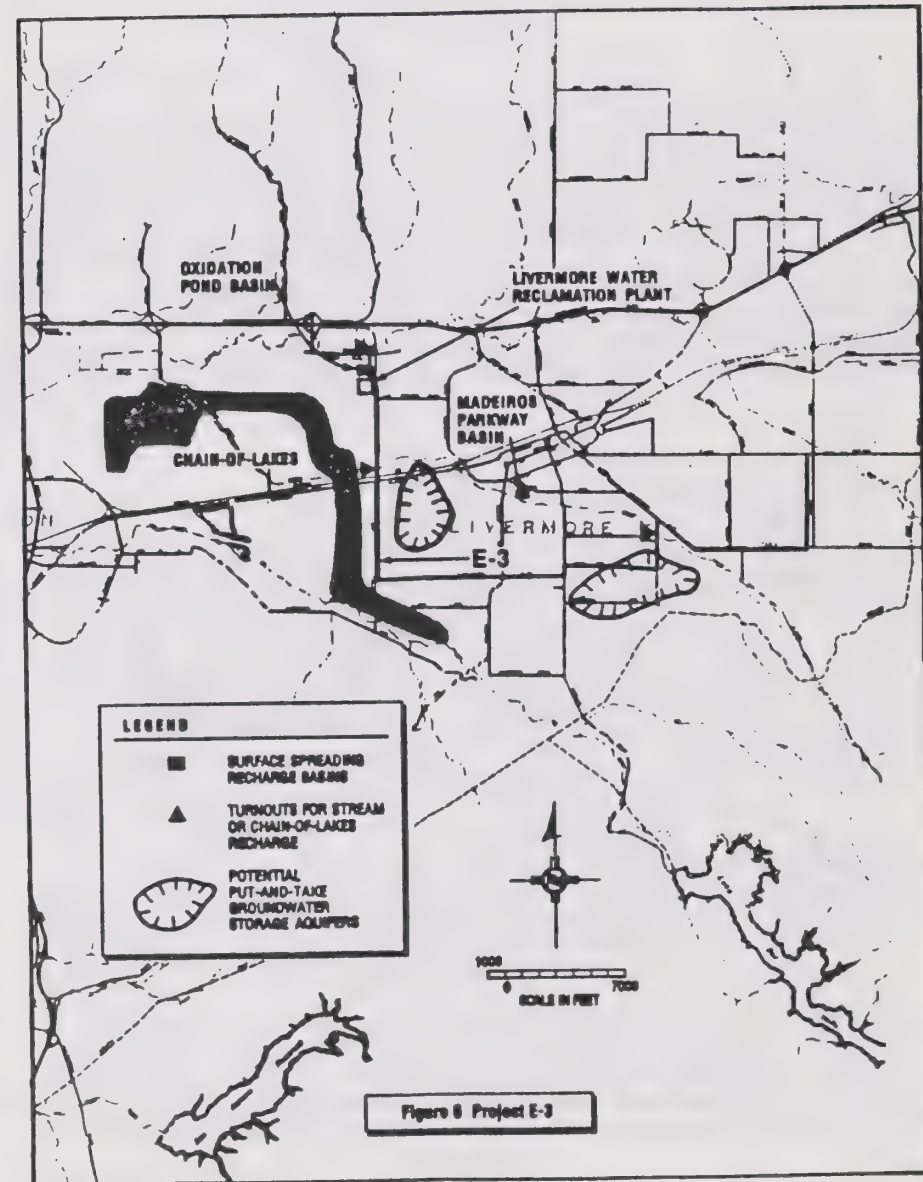
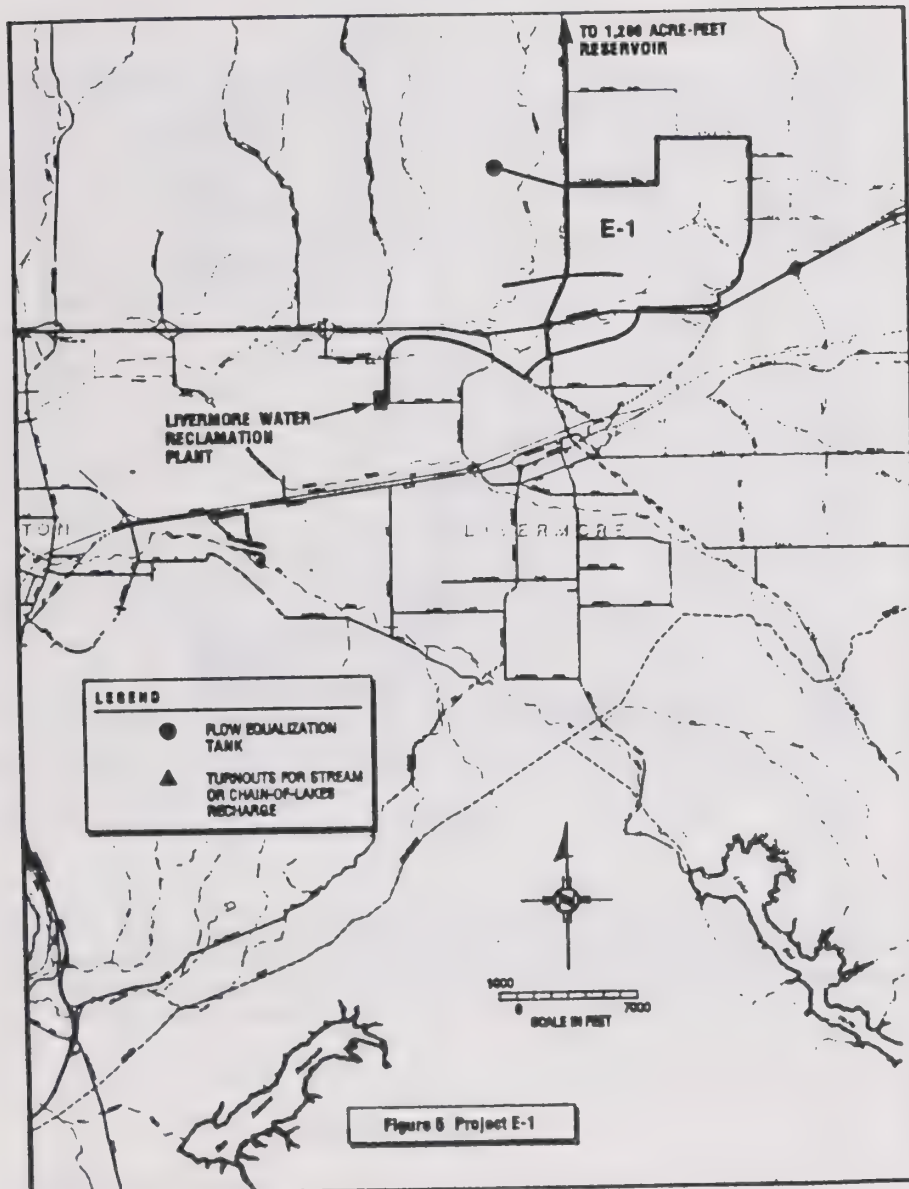
Project	Annual use, acre ft/yr	
	Current	Future
West Valley Projects		
W-1		
Irrigation	3,100	8,981
Recharge	0	0
Total	3,100	8,981
W-3		
Irrigation	2,079	2,745
Recharge	0	0
Total	2,079	2,745
W-4		
Irrigation	0	0
Recharge	0	4,000
Total	0	4,000
Subtotal, West Valley Projects	5,179	15,726
East Valley Projects		
E-1		
Irrigation	180	1,980
Recharge	0	0
Total	180	1,980
E-3		
Irrigation	6,094	6,094
Recharge	5,500	13,000
Total	11,594	19,094
E-4		
Irrigation	414	1,614
Recharge	6,500	13,500
Total	6,914	15,114
E-6		
Irrigation	0	0
Recharge	7,500	12,500
Total	7,500	12,500
Subtotal, East Valley Projects	14,188*	26,188*
Total, All Projects	19,367*	37,914*

*Excludes volumes duplicated by two or more projects.

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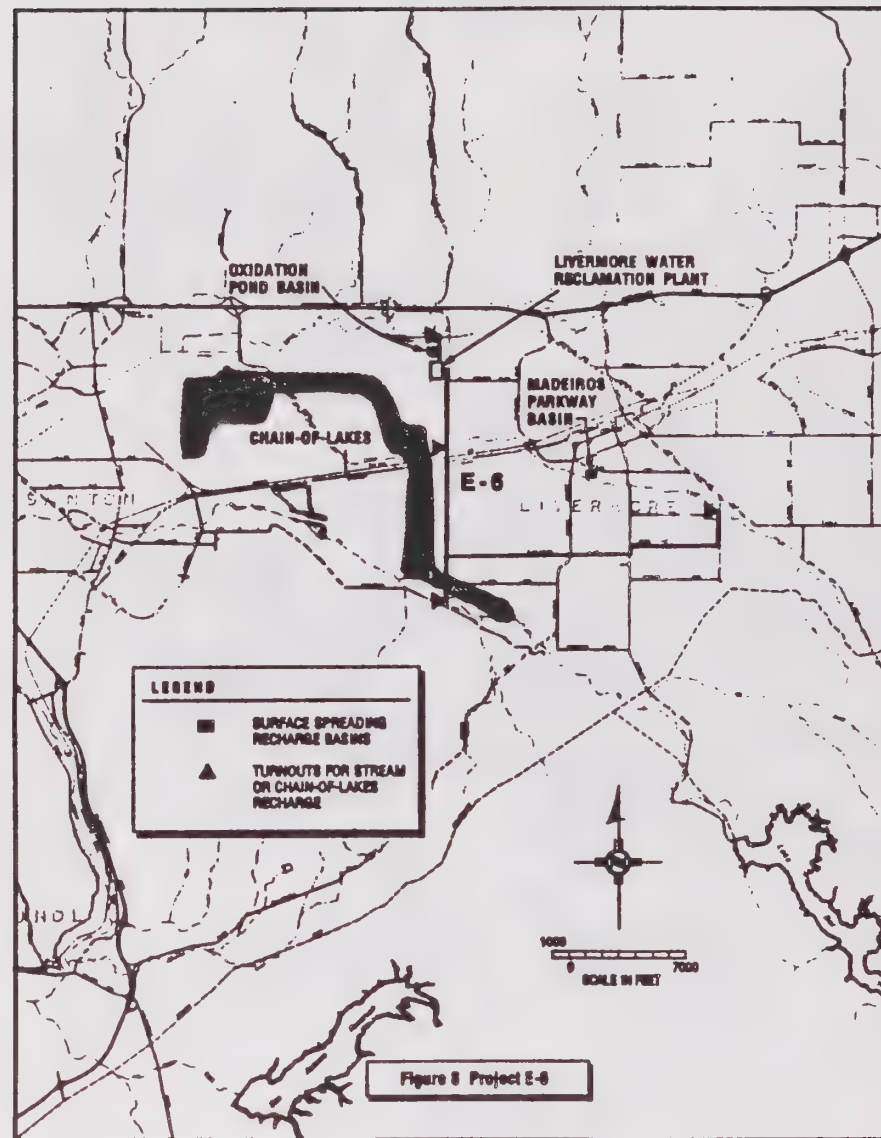
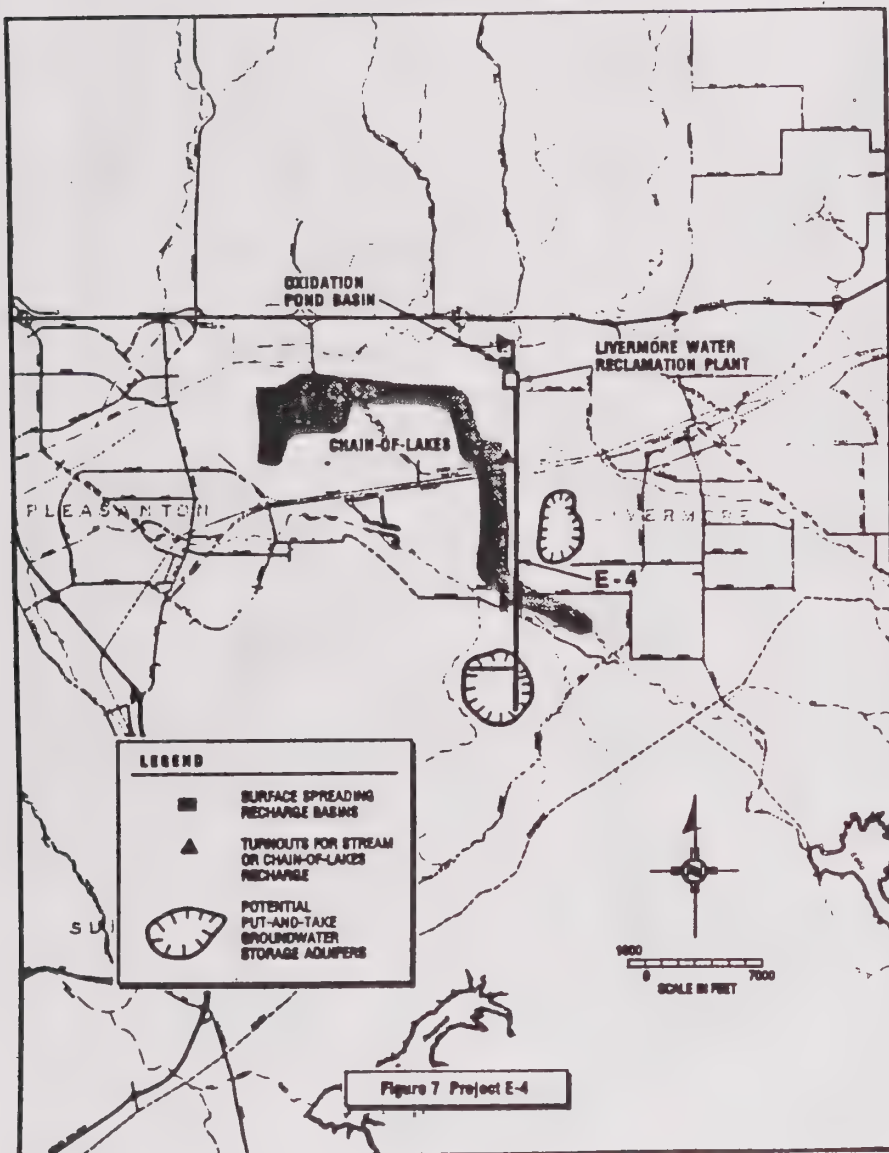


Table 2 Cost Summary

Project	Annual use, acre-ft/yr	Capital cost, thousand dollars ^a	O&M cost, thousand dollars/yr ^a	Total annual cost, thousand dollars/yr ^b	Unit cost, dollars/ acre-ft
Current					
W-1	3,100	29,100	860	3,820	1,230
W-3	2,079	23,200	1,290	3,650	1,760
W-4	-	-	-	-	-
E-1	-	-	-	-	-
E-3	11,594	71,400	5,870	13,140	1,130
E-4	6,914	35,600	3,570	7,190	1,040
E-6	7,500	37,100	3,770	7,550	1,010
Future					
W-1	8,981	76,600	2,380	10,180	1,140
W-3	2,745	27,200	1,590	4,360	1,590
W-4	4,000	22,900	2,410	4,740	1,180
E-1	1,980	25,700	480	3,100	1,560
E-3	19,094	94,000	9,530	19,100	1,000
E-4	15,114	63,800	7,080	13,580	900
E-6	12,500	51,700	5,780	11,040	880

^a1992 Price Levels.

^bCapital cost amortized at 8 percent over 20 years.

used for various purposes in the Valley. Finally, the recommended program includes a description of data and information needed to effectively manage the Central Groundwater Basin in an era when the use of reverse osmosis demineralization will permit a much more effective approach than has been possible.

RECOMMENDED KEY PROJECTS

Three "key projects" have been identified as the basis for development of a long-term water recycling program in the Tri-Valley area. Although a specific set of projects is identified as the focus of the program, additional project elements from other identified and evaluated projects can be included. In addition, the framework is developed for construction of other project elements that may not be specifically identified and analyzed in this study.

It is recommended that the recycling program focus on Projects W-1, W-4, and E-6. These projects provide for a variety of reuse categories in the West Valley and East Valley areas. The current potential reuse volume associated with these projects is 10,600 acre-ft/yr, and the future potential volume is 25,500 acre-ft/yr. Costs for the "key projects" are summarized in Table 3.

Table 3 Key Projects

Project	Current		Future	
	Annual use, acre-ft/yr	Capital cost, million dollars ^a	Annual use, acre-ft/yr	Capital cost, million dollars ^a
W-1	3,100	29,100	8,981	76,600
W-4	0	0	4,000	20,900
E-6	7,500	37,100	12,500	51,700
Total	10,600	66,200	25,481	151,200

^a1992 Price Levels.

As noted above, additional project elements can also be included in the overall recycling program. Such elements might include: (1) landscape irrigation in the Pleasanton area near the DSRSD wastewater treatment plant (elements of Project W-3), (2) landscape irrigation of the Springtown Golf Course (an element of Project E-1), (3) and irrigation of the vineyards in the area southeast of Livermore (part of Project E-3).

Project elements that are not evaluated in detail in this study include injection well recharge near the DSRSD plant. (An interim injection well program is discussed in Appendix I.) Alternative W-2, which envisioned combining well injection with a saline water intrusion barrier adjacent to the fringe groundwater basins was rejected in the screening stage because of technical uncertainties and the ability to accomplish the same recycling goal (groundwater recharge)

through other means at less cost. A separate injection well program could be developed, however, focusing on recharge only rather than combined recharge plus salinity intrusion prevention. Such a project would have the advantage that it could be implemented before the Chain of Lakes becomes available in 10 to 15 years.

These examples show how the Recycling Program can be a flexible scenario that can accommodate changing conditions in the Valley, rather than a fixed, inflexible set of alternatives that may become obsolete as technical, regulatory, and political changes occur.

PROGRAM IMPLEMENTATION

The study has identified several specific projects for implementation and, more importantly, has identified a plan for implementing a Water Recycling Program in the Livermore-Amador Valley. Six specific elements of the implementation plan are as follows:

Nontechnical Elements

1. Development of a policy framework for implementation of the Water Recycling Program and specific water recycling projects.
2. Selection of institutional arrangements to define the roles and responsibilities of the Valley agencies that will participate in the Water Recycling Program.
3. Determination of the financing and funding mechanisms to pay for construction and operation of the reclamation projects, and the selection of cost-sharing arrangements to pay for each agency's appropriate share of the cost.

Technical Elements

4. Acquisition of a permit from the San Francisco Regional Water Quality Control Board (RWQCB) to begin implementation of the Water Recycling Program. A "blanket" permit, which will allow a variety of individual projects to be constructed by the Valley agencies, will provide the most flexible and efficient approach.
5. Development of a Salt Management Program which will (1) identify specific water quality goals (for total dissolved solids) for the Central Groundwater Basin, and (2) provide a framework for selection of water recycling projects (and other salt

management techniques) to attain these goals. The Salt Management Program will be required as part of the permitting process.

6. Implementation of an improved groundwater monitoring program to provide the data that will be needed for implementation of water recycling projects in accordance with proposed regulations, Basin Plan and Zone 7 policies, and the (to be developed) Salt Management Program.

The interrelationships among these elements and their component parts is illustrated on Figure 9. Brief summaries of the project permitting approach and the institutional arrangements framework are presented below.

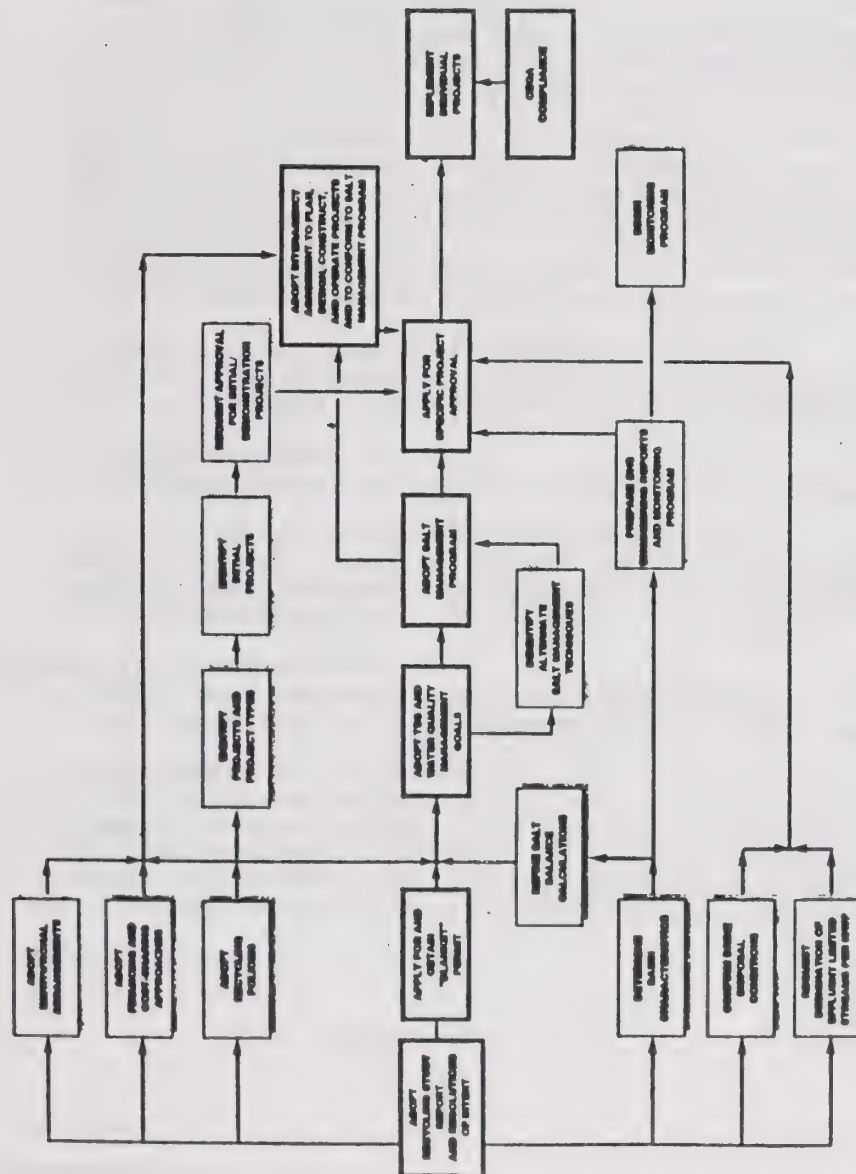
Project Permitting Requirements

Several discussions have been held with the RWQCB staff to identify their concerns and to outline the steps necessary for acquisition of a permit for the reclamation program. These discussions have focused on several key issues, including the following:

- Use of a "blanket" permit for the entire program, or acquisition of permits on a project-by-project basis.
- Compliance with Basin Plan requirements, reuse regulations, and other regulatory constraints.

"Blanket" Permits. A desirable goal of the permitting process will be to obtain one "blanket" permit issued to the recycled water producers, distributors, and major users known at that time. One comprehensive permit will allow phased implementation of all potential uses identified as part of the overall program adopted by the responsible agencies. Such a permit would allow new projects to be implemented subject to executive officer approval rather than requiring new permits or permit amendments as each project in the program is brought on-line. Production of demineralized and nondemineralized water could be authorized under one permit for distribution to appropriate agencies and projects.

The permit should be designed to allow maximum flexibility in determining which discharger supplies which users, particularly given the interrelated nature of the recharge projects. Permit requirements can be included for generic use categories and general use areas to accommodate future projects.



The recycling projects identified and evaluated in this study have all been developed to comply with the proposed Title 22 regulations. These regulations are not in final form, but review of drafts and direct discussion with the State DHS has provided a reasonable assurance that the projects will be able to comply with the final version.

Institutional Arrangements

The water recycling program in the Valley will require the participation of several entities. Zone 7 is the water wholesale supplier in the Valley as well as the agency with responsibility for protection of groundwater quality. DSRSD and the City of Livermore have both water supply and wastewater disposal responsibilities. The City of Pleasanton and California Water Service Company are additional water purveyors in the Valley. Any large-scale water recycling project will likely involve two or more of these agencies.

The institutional arrangements for carrying out reclamation projects among these agencies will be determined by the agencies themselves. Preliminary discussions among staff members have resulted in the following conclusions:

- The three principal agencies—Zone 7, City of Livermore, and DSRSD—will seek a Valley-wide "blanket" permit from the RWQCB for implementing a Water Recycling Program in the Valley. Zone 7 will act as the "lead" agency with principal responsibility for obtaining the permit and enforcing its terms and conditions.
- The three principal agencies will negotiate and execute a memorandum of understanding to develop the permit application.
- The agencies will develop a salt management program to ensure that recycling projects are undertaken within a framework that provides for maintenance and enhancement of groundwater quality and protection of the Valley's groundwater resources.
- Each agency will adopt a Resolution of Intent, which commits the agency to seek advancement of water recycling programs and projects.
- Following acquisition of the permit, an agreement will be developed among the agencies to implement the Water Recycling Program. Key elements of this agreement will be cost-sharing arrangements, responsibility for ownership and operation of facilities, and implementation of the Salt Management Program.
- Each agency will need to develop policies with respect to its own interests in water recycling projects. For example, direct reuse projects will require policies to encourage or mandate reuse (e.g., use of dual water systems in new developments) as well as development of pricing structures for reclaimed water.

The Livermore-Amador Valley Water Recycling Study has determined that water recycling—through groundwater recharge and direct reuse—is a viable method of supplementing limited water supplies in the Valley and that it can assist in meeting wastewater disposal needs as well. The steps for project implementation have now been identified.

CONCLUSIONS

The Livermore-Amador Valley Water Recycling Study has identified a Water Recycling Program that can provide significant benefits to the Valley. Among those benefits are the following:

- The Alameda County Flood Control and Water Conservation District, Zone 7, has identified a need for an additional 20,000 to 25,000 acre-ft/yr of water sometime early in the next century. The "key projects" identified in the Water Recycling Program can provide up to 25,000 acre-ft/yr of high quality recycled water. This water can be made available at a cost of approximately \$1,000/acre-ft. This compares with estimated costs of \$550 to \$700/acre-ft for development of new imported potable water supplies.
- The "key projects" identified in the program can also provide additional wastewater disposal capacity through year-round groundwater recharge or through wintertime storage in groundwater aquifers (for direct use irrigation projects). The economic benefit of providing disposal capacity is approximately \$300 to \$600/acre-ft. Thus, the combined economic benefit of water supply plus wastewater disposal is \$850 to \$1,300/acre-ft. The estimated cost for the "key projects," approximately \$1,000/acre-ft, is in the middle of this range. Therefore, the recommended program is economically feasible when viewed as a combined water supply/wastewater disposal project.
- Other important benefits that would result from implementation of the recommended water recycling program would be local control over water supply, salt buildup, and wastewater disposal in the Valley. On the water supply side, there is uncertainty over the future capability of the State Water Project to supply the water it is contractually obligated to deliver to the Valley. In addition, the long-term outlook for development of new water supply projects in California is problematic. New projects are becoming increasingly expensive and difficult to implement because of environmental review regulations and increasing public skepticism over such projects.

With respect to wastewater management, the Valley has faced difficulties in developing wastewater disposal projects for over 20 years. Large effluent pipeline projects, which are the most efficient, have been opposed because of concerns over growth. More recently, other environmental concerns, such as receiving water impacts, have been voiced. Water recycling projects can be carried out on a step-by-step basis without the commitment for a large-capacity project. In addition, receiving waters and other environmental impact categories outside the study area are not affected.

The Water Recycling Program was conceived and carried out with the main emphasis on water supply while providing adequate protection and enhancement of the groundwater resources. However, the recommended program can provide important benefits for both water supply and wastewater disposal.

**Table 4 Recycling Program Compliance Summary for
Zone 7 Policies and Basin Plan**

Policy, Regulation, Prohibition, or Guideline	Response
ZONE 7	
Groundwater Management Policy: The quality of groundwater in the Central Groundwater Basin should not be allowed to be degraded by controllable factors. All wastewater treatment and disposal facilities shall be planned, located, scheduled for construction, and operated so as to maximize the export of salt, and to minimize salt and other pollutant loadings in the Central Basin.	Recycling projects can be developed and implemented within the framework of a valleywide salt management program to prevent a net increase in salt loading to the Central Basin and meet groundwater quality objectives. Salt export can be maximized by full usage of the LAVWMA pipeline for unneeded effluent and brine disposal. Salt import can be minimized through control of natural salt loading sources.
Policy A1. To the extent possible and reasonable, wastewater should be treated and disposed of through the existing systems with export of effluent.	The cost-effectiveness, timing, and net environmental impacts of treatment and export versus recycling can be used as criteria for evaluating "to the extent possible and reasonable."
Policy A2. Full capacity of the existing export pipeline should be used, rented on an interim basis if feasible, before new land application projects are constructed. Additional export capacity should be added when needed.	Same as A1. New recycling projects that meet all water quality management criteria will also provide water supply reliability benefits while reducing export capacity needs.
Policy A3. If additional export is not feasible, limited land application may be an alternative. Land application will be considered acceptable only after a feasibility study by Zone 7, or another entity, finds export not feasible. However, wastewater treatment (which may include demineralization) with land application may be permitted if one of the following conditions is met: <ul style="list-style-type: none"> a. The percolate (at the groundwater table) meets the groundwater quality objectives and does not cause poor quality rising groundwater to violate any water quality objectives. 	Recycling projects would be operated to meet groundwater quality objectives. A comprehensive program would be instituted to confirm that overall water quality objectives in the basin. Mitigation measures developed under the salt management program would be implemented if a trend of declining water quality or poor quality rising groundwater were detected.

**Table 4 Recycling Program Compliance Summary for
Zone 7 Policies and Basin Plan (continued)**

Policy, Regulation, Prohibition, or Guideline	Response
b. The applied wastewater effluent has less than 250 mg/L TDS, does not cause any significant local problems, and does not cause rising groundwater to create water quality problems in the Central Basin and Niles Cone areas.	Appropriate recycled water TDS limits would be developed on a case-by-case basis as part of the overall recycling program and salt management plan. An approved monitoring and management plan would be developed for each project allowing potential problems to be promptly detected and corrective actions taken.
c. The application point is in the fringe subbasin or upland and highland area, and it can be shown that the project, because of its size and location, together with other possible projects in the area, will not cause adverse water quality effects either locally or in the Central Basin or Niles Cone areas. The site-specific study will have to demonstrate that the percolate cannot reasonably be expected over time to move, either directly or indirectly, into the Central Basin or Niles Cone and degrade or pollute the groundwater. All other state and federal standards must be met.	As discussed in response to Policy A3b, appropriate recycled water TDS limits would be developed on a case-by-case basis as part of the overall recycling program and salt management plan. An approved monitoring and management plan would be developed for each project allowing potential problems to be promptly detected and corrective actions taken. A technical report covering all the topics identified in the last sentence of Policy A5 will have to be prepared, submitted, and approved by the RWQCB prior to issuance of Waste Discharge Requirements for nonpotable recycling. A detailed engineering report and monitoring program are required by DHS as part of the review and approval process for groundwater recharge projects.
Policies b and c above allow some degradation only when beneficial reuse of wastewater is proposed, as permitted in State Board Resolution No. 68-16 "Statement of Policy With Respect to Maintaining High Quality Waters in California." Land application will be discouraged in the Central Basin where salts, trace organics, and viruses may cause problems.	Only beneficial reuse of wastewater is being proposed. Proposed recycling projects can be managed to comply with the state nondegradation policy (Resolution 68-16) and maintain full beneficial uses of the groundwater. Trace organics and viruses will be reduced to below levels of concern by definition through compliance with Title 22 recharge requirements. Overall TDS loading to the central basin can be managed with a goal of no net increase in salt loading through control of the relative qualities, quantities, types, and locations of recycling practiced in the valley and/or through control of natural salt loading sources.

**Table 4 Recycling Program Compliance Summary for
Zone 7 Policies and Basin Plan (continued)**

Policy, Regulation, Prohibition, or Guideline	Response
Policy A4. If demineralization is proposed, the effluent should, if physically, financially, and institutionally feasible, be used to replace poor quality wastewater being used for irrigation.	The Livermore Los Positas golf course irrigation is the only significant existing use of recycled water for irrigation. It is arguable whether this is "poor" quality wastewater or not. It does exceed the 250 mg/L TDS objective and contains approximately 20 mg/L NO ₃ -N. Cost-effectiveness and groundwater quality management criteria would be developed to evaluate on a case-by-case basis the appropriateness of irrigating with demineralized water. Higher quality water could wind up being used for irrigation than being provided to consumers (through recharge).
Policy A5. Each proposed community system will be considered on a case-by-case basis considering the overall wastewater disposal needs within the watershed as determined by planning studies under the direction of Zone 7. Proliferation of small inefficient plants should be avoided. Adding wastewater to the groundwater in a manner that would force poor quality water into the streams must be avoided. For projects proposing land application, site-specific studies of the soils, geohydrology, groundwater, and of the impacts on groundwater must be completed, and disposal method approved by Zone 7 and other appropriate agencies.	A technical report covering all the topics identified in the last sentence of A5 will have to be prepared, submitted, and approved by the RWQCB prior to issuance of Waste Discharge Requirements for nonpotable recycling. A detailed engineering report and monitoring program are required by DHS as part of the review and approval process for groundwater recharge projects.
<u>Basin Plan</u>	
Prohibition 1. It shall be prohibited to discharge any wastewater which has particular characteristics of concern to beneficial uses at any point at which the wastewater does not receive a minimum initial dilution of at least 10:1, or into any nonlidal water, dead-end slough, similar confined waters, or any immediate tributaries thereof.	

**Table 4 Recycling Program Compliance Summary for
Zone 7 Policies and Basin Plan (continued)**

Policy, Regulation, Prohibition, or Guideline	Response
Waste discharges will contain some levels of pollutants regardless of treatment. This prohibition will require that these pollutants, when of concern to beneficial uses, be discharged away from areas of minimal assimilative capacity such as nontidal waters and dead-end sloughs. This prohibition will accomplish the following:	
a. Provide an added degree of protection from the continuous effects of waste discharge.	Discharges would comply with receiving water quality objectives.
b. Provide a buffer against the effects of abnormal discharges caused by temporary plant upsets or malfunctions.	Complied with through plant reliability and redundancy features.
c. Minimize public contact with undiluted wastes.	Tertiary effluent meets Title 22 requirements for full body contact recreation.
d. Reduce the visual (aesthetic) impact of waste discharges.	Tertiary effluent appears the same as potable water.
Exceptions to Basin Plan Prohibition above will be considered for discharges where:	
a. An inordinate burden would be placed on the discharger relative to beneficial uses protected and an equivalent level of environmental protection can be achieved by alternate means, such as an alternative discharge site, a higher level of treatment, and/or improved treatment reliability.	This exception is more appropriate for stream discharge projects such as to San Ramon Creek than for stream recharge or conveyance projects. A cost-effectiveness evaluation of stream discharge versus export would show the extent of inordinate burden imposed. If no recharge is involved, tertiary 2.2 MPN effluent may be a high enough level of treatment depending on nutrient and ISWP requirements.
b. A discharge is approved as part of a reclamation project.	Discharges would be part of an approved reclamation project.

**Table 4 Recycling Program Compliance Summary for
Zone 7 Policies and Basin Plan (continued)**

Policy, Regulation, Prohibition, or Guideline	Response
c. It can be demonstrated that net environmental benefits will be derived as a result of the discharge.	Discharges' quality and quantity would be designed to provide net environmental benefits by providing flow to otherwise dry creeks, increasing riparian habitat, and possibly providing recreational and aquatic habitat benefits.
Significant factors to be considered by the Regional Board in reviewing requests for exceptions will be the reliability of the discharger's system in preventing inadequately treated wastewater from being discharged to the receiving water and the environmental consequences of such discharges.	A very high level of performance reliability can be readily designed into the treatment facilities. Environmental consequences will be minimal because of the remote chance of the type of catastrophic failure of multiple systems necessary to cause such a discharge.
Prohibition 4. It shall be prohibited to discharge any wastewater which has particular characteristics of concern to beneficial uses to Alameda Creek when no natural flow occurs.	Any recycled water released to Alameda Creek that could percolate into the groundwaters of the Livermore-Amador Valley and Niles cones would be treated and recharged in compliance with Title 22 recharge requirements and all other relevant requirements. Water recharged in compliance with Title 22 requirements has by definition reduced characteristics of concern below levels required for protection of municipal potable beneficial uses. It will be necessary to show that extraction wells along the creek meet the minimum separation distance and groundwater retention time requirements from the points of recharge. The prohibition leaves open the possibility of discharging a lower quality recycled water during times of natural flow.

- 19-1 Comments noted. DSRSD's position on the TWA, wastewater facilities in the Tri-Valley area, and desire to serve the project are acknowledged.
- 19-2 This area is reflected in Errata 19-41.
- 19-3 Comment noted. No change to the Draft EIR is required.
- 19-4 Comments noted. DSRSD's position on the TWA, wastewater facilities in the Tri-Valley area, and desire to serve the project are acknowledged.
- 19-5 Comment noted. The commenter is correct that this property is within DSRSD and that it is potentially eligible to receive water services. The Draft EIR recognizes that the selection of a wastewater service provider is ultimately a determination of the appropriate LAFCO, which will consider the utility's ability to serve the area to be annexed and the purveyor's planning policies. The environmental and technical issues that LAFCO must address are therefore considered in the Draft EIR, but a recommendation regarding a service provider or determination regarding annexation that are the legal responsibility of the LAFCO were not appropriate.
- 19-6 Comment noted. DSRSD is named in the Draft EIR as a potential water service provider, along with EBMUD. Refer to response to Comment 19-5.
- 19-7 Comment noted. No change to the Draft EIR is required.
- 19-8 Comment noted. Refer to response to Comment 19-5.
- 19-9 Comment noted. Refer to response to Comment 18-2.
- 19-10 Comment noted. No change to the Draft EIR is required.
- 19-11 Comments noted. No change to the Draft EIR is required.
- 19-12 Required approvals are addressed by purveyors selected later as part of their regulatory process. The outcome of the permitting process for these potential facilities is speculative. Any water quality impacts associated with the use of reclaimed water would be addressed at this stage and are not appropriate for discussion in this section of the EIR. Additionally, these are not direct impacts of the project because the selected purveyor would be the permittee, not the Dougherty Valley project.
- 19-13 Refer to response to Comment 19-12.
- 19-14 Refer to response to Comment 19-12.
- 19-15 Comments noted. CEQA requires a reasonable attempt to predict project impacts and identify mitigation measures for those impacts. CEQA does not require detailed information about environmental impacts of constructing

facilities whose construction is uncertain and which, should they be constructed, will be subject to their own environmental review. Until the water purveyor is identified and the actual use of and need for reclaimed water are determined, the offsite distribution facilities that will be required for these services are also uncertain. Any analysis of the impacts of these facilities would necessarily be speculative. In light of this uncertainty, the EIR reasonably examines water supply impacts by listing the facilities that may be required under two scenarios for water provision.

- 19-16 Refer to response to Comment 19-15.
- 19-17 Comment noted. Refer to response to Comment 19-15.
- 19-18 Refer to response to Comment 19-15.
- 19-19 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 19-20 Comment noted. No change to the Draft EIR is required.
- 19-21 Comment noted. No further discussion is needed; the referenced sentence has been deleted.
- 19-22 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 19-23 Comments noted. Refer to response to Comment 19-15.
- 19-24 Comments noted. Refer to response to Comment 19-15.
- 19-25 The LAFCO that will ultimately govern decisions related to purveyors of water by either EBMUD or DSRSD will be determined when reorganization proposals are requested. Therefore, a final determination of the LAFCO governing the project is not necessary to include in the project description and would have no effect on environmental impacts associated with the project.
- 19-26 Designation of a recycled water provider is premature, as discussed above in Comments 19-12 through 19-14, and therefore, permitting requirements will be based on that decision. Also, permitting requirements would not change significant water supply impacts associated with the project.
- 19-27 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 19-28 Comment noted. Refer to response to Comment 19-15.
- 19-29 Comment noted. The suggested paragraph does not substantively differ from the EIR and, therefore, no changes have been made.

- 19-30 Comment noted. No change to the Draft EIR is required.
- 19-31 Comment noted. Refer to response to Comment 19-5.
- 19-32 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 19-33 Comments noted. No change to the Draft EIR is required.
- 19-34 Comments noted. The EIR is amended to include the City of Livermore as a member of the TWA and as shown in the Errata.
- 19-35 Comment noted. No change to the Draft EIR is required.
- 19-36 Comment noted. No change to the Draft EIR is required.
- 19-37 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 19-38 Comments noted. No change to the Draft EIR is required.
- 19-39 Comments noted. No change to the Draft EIR is required.
- 19-40 Comment noted. Refer to response to Comment 19-15. The discussion of ultimate water service provider and facility requirements also applies to sewer services and facilities.
- 19-41 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 19-42 Comment noted. Refer to response to Comment 19-15.
- 19-43 Comment noted. The change made on page 5-1 according to Comment 27 is applicable to the essence of this comment; therefore, no additional information was considered necessary.
- 19-44 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 19-45 Comment noted. The EIR is amended to include the first paragraph as noted in the comment letter and as shown in the Errata.
- 19-46 The change suggested by the comment is not substantially different than the information presented in the EIR; therefore, no change to the text is necessary.
- 19-47 Comment noted. The EIR is amended to include this information as noted in the comment letter and shown in the Errata.

- 19-48 A discussion of the planning period agreement for the MOU between DSRSD and EBMUD was not considered germane to the information in the setting necessary for the analysis of impacts and therefore was not included in the EIR.
- 19-49 Comment noted. Refer to response to Comments 19-15 and 19-40.
- 19-50 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata. However, it is uncertain that recycled water will be used on the site. If recycled water were to be used as part of the project, supporting facilities could be paid for by other means, such as user fees.
- 19-51 Comment noted. The addition of another key assumption on which to base water projections, other than those in the Brown and Caldwell report, is speculative and uncertain and outside the scope of the EIR.
- 19-52 Comments noted. Refer to response to Comments 19-15 and 19-40.
- 19-53 Comments noted. Refer to response to Comments 19-15 and 19-40.
- 19-54 Comment noted.
- 19-55 The water service impacts would not be different with either purveyor, only the specific facilities identified. Therefore, no additional impacts would occur and additional descriptions were considered unnecessary. EBMUD was used as an example only because of its inclusion in the DVSP, which does not mean that DSRSD was excluded from consideration.
- 19-56 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 19-57 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata, with one exception. The BMPs referred to in the comment letter have been recommended as part of mitigation measure 5.6, as opposed to being required as suggested.
- 19-58 Comment noted. The need for a distinction between facility requirements for recycled water is moot because all facilities for the project must be approved before construction.
- 19-59 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 19-60 Comment noted. Mitigation Measure 7.1 is hereby revised to indicate that only recycled water should be used for compaction and dust control purposes. Refer to the Errata.

- 19-61 The use of recycled water for compaction and dust control is added to the Draft EIR. Infrastructure for a recycled water delivery system cannot be installed prior to grading activities. Refer to response to Comment and Errata 18-23.
- 19-62 The EIR describes the impacts on water and wastewater capacities for the combined housing uses. A separate analysis of affordable housing is not required in the EIR. It is the responsibility of the water and sewer service providers to estimate and reserve allocations of capacity for affordable housing; one method of doing this is using the generation rates from the EIR. Mitigation Measure 5.1 conditions approval of final development plans on successful annexation to Central San or another service provider. Construction of affordable housing depends on the implementation of this measure. No change to the Draft EIR is required.
- 19-63 The text has been changed in the Errata to address the district's concerns.
- 19-64 As noted by the commenter, offsite water and wastewater infrastructure capacity needs may be reduced under the Lower Density Alternative. The commenter also correctly questions the assumption of *lower* per capita demand for water, wastewater, and recycled water for this alternative, as discussed in the Draft EIR. In actuality, the *per capita* water and wastewater demand would be greater under the Lower Density Alternative, based on increased water usage associated with larger lots sizes. Because the overall number of residential units would be reduced by about 52%, overall project water consumption would be less under this alternative. The correction to the Draft EIR text has been made. Refer to the Errata.
- 19-65 Refer to response to Comment 19-64.
- 19-66 Although the Concentrated Development Alternative would result in more open space land, it is assumed not to result in more irrigable park lands, and would therefore, be expected to increase recycled water needs.
- 19-67 Comment noted. This information is now in the public record and helps to clarify the issue. Because this information is already treated elsewhere in the Draft EIR, no change to the Draft EIR is required.
- 19-68 See response to Comment 19-67.
- 19-69 Comment noted. Provision of water and sewage services to the project are still considered significant cumulative impacts because of the direct impacts of these services on the region.
- 19-70 These comments pertain to Appendix E of the Draft EIR, the Dougherty Valley Water, Wastewater, and Recycled Water Facilities Plan, prepared by Brown and Caldwell in May 1992. Most of the issues raised in these comments have been addressed in the responses above. It is not within the scope or purview of the EIR to make changes to an existing technical engineering report prepared earlier

by another firm. Additionally, the suggested changes and issues raised would not change the impacts, significance determinations, or mitigation measures for the project.

- 19-71 Refer to response to Comment 19-70.
- 19-72 Refer to response to Comment 19-70.
- 19-73 Refer to response to Comment 19-70.
- 19-74 Refer to response to Comment 19-70.
- 19-75 Refer to response to Comment 19-70.
- 19-76 Refer to response to Comment 19-70.
- 19-77 Refer to response to Comment 19-70.
- 19-78 Refer to response to Comment 19-70.
- 19-79 Refer to response to Comment 19-70.
- 19-80 Refer to response to Comment 19-70.
- 19-81 Refer to response to Comment 19-70.
- 19-82 Refer to response to Comment 19-70.
- 19-83 Refer to response to Comment 19-70.
- 19-84 Refer to response to Comment 19-70.
- 19-85 Refer to response to Comment 19-70.
- 19-86 Refer to response to Comment 19-70.



CONTRA COSTA COMMUNITY COLLEGE DISTRICT

Governing Board

William M. Corey, President
Lee R. Winters, Vice President
Maria T. Vramonites, Secretary
William P. Moses
Eugene H. Ross

Chancellor

Robert D. Jensen

COMMUNITY
DEVELOPMENT DEPT

Contra Costa College
Diablo Valley College
Los Medanos College

July 30, 1992

Contra Costa County
Community Development Department
651 Pine Street, 4th Floor, North Wing
Martinez, CA 94553

Attention: Harvey E. Bragdon, Director

Reference: Response and Comments to Dougherty Valley General Plan
Amendment and Draft Environmental Impact Report

Dear Mr. Bragdon:

The Contra Costa Community College District has obtained copies of the above-referenced documents from your office and has reviewed them.

We have also been an active participant at the City of San Ramon's hearings relative to their Dougherty Valley Growth Management Specific Plan and EIR.

The Community College District wishes to express strong exception to the locating of a community college site within the Parks Reserve Forces Training Area, rather than within the proposed Dougherty Valley planned development area. The College District expressed an early desire to obtain a dedicated site within the Dougherty Valley, but was advised our needs could be better met by attempting to locate a site within the Camp Parks area. Since that time, particularly within the last 18 months, the Army has made it very clear in their EIR comments and correspondence (see enclosures) that Camp Parks not be designated for a community college site. Therefore, the Camp Parks designation for a community college site by city and county planning documents for Dougherty Valley, is not satisfying the District's need for a real site.

The Contra Costa Community College District is an integral component of the County's K-14 educational system and has been clearly identified and supported for a San Ramon Valley site within *Preliminary Draft General Plan Amendment: Schools* currently being proposed by the County's Community Development Department.

The Contra Costa Community College District's ability to proceed with establishing a State recognized Educational Campus Center and applying for State funding is site

Contra Costa County, Community Development Department, Page 2 July 30, 1992

specific. Therefore, the need to identify a specific and available site is critical to meeting the objective of establishing a community college campus in the San Ramon Valley area.

As a result of this need and the very clear information provided by the U.S. Army to the City, County and ourselves, the Contra Costa Community College District requests that the Community Development Department investigate, evaluate and revise the Dougherty Valley General Plan Amendment and DEIR to formally include a community college site within the Dougherty Valley planned community.

Respectfully submitted,

Robert D. Jensen
Chancellor

RDJ:ph

Enclosure

c: Van Alexeef, Director
CCC Growth Management and Economic Development Agency

Phil Wang, Planning Services Manager
City of San Ramon

CCC Supervisor Nancy Fahden
CCC Supervisor Tom Torlakson
CCC Supervisor Tom Powers
CCC Supervisor Sunne McPeak
CCC Supervisor Bob Schroder



DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY GARRISON
PRESIDIO OF SAN FRANCISCO, CALIFORNIA 94129-8000
January 24, 1992



REPLY TO
ATTENTION OF:

Directorate of Engineering
and Housing

Mr. Jim Cutler
Contra Costa County
Community Development
651 Pine Street, 4th Floor, North Wing
Martinez, California 94553

Dear Mr. Cutler:

We understand that Contra Costa County is well along in drafting a specific plan for the area known as Dougherty Valley. Since Parks Reserve Forces Training Area (RFTA) occupies more than 900 acres in the planning area, early understanding of Army concerns and intentions regarding this property will benefit the planning process.

Perhaps most important is the understanding that, while the military is closing many of its installation, there are no present or anticipated plans for closing Parks RFTA or its northern training areas. The present "built" portions of Parks RFTA are planned for replacement with a variety of training/classroom and administrative facilities. The vision for Parks RFTA is that it will become an education and specialized training campus for the Army Reserve. Training activities on the small arms ranges and in the open maneuver areas are planned to continue. Reacquisition of the 445-acre regional park land (in Alameda County) will allow concurrent training which is presently limited during use of the ranges.

I recommend your plans identify the present and future land use for the Army property as "military" or "military training". An open space land use designation, as used by the City of San Ramon in its early draft plans for the area, is misleading to the public since "open space" implies public access. Public access to the training area will be prohibited, but these hills will remain undeveloped and will continue to be a visual resource. Should the military decide in the future to excess some or all of this area, it would be appropriate to consider alternate land uses at that time.

The Contra Costa Community College District informally approached the Army a few years ago about the possibility of siting a new community college on Army land along Dougherty Road. While the potential benefits to the Army of joint use of educational facilities and staff initially held some appeal, the site in which the District is interested abuts the Army ranges and development of the site would be incompatible with Army activities. None of the Parks RFTA property in Contra Costa County can presently be made available for use by others. While the Army may be in a position to make land available in Alameda County, far from the ranges, the District's siting parameters restrict options to Contra Costa County. No Dougherty Valley planning maps should represent a community college site on land within Parks RFTA.

The Army remains amenable to minor adjustments to its northern Parks RFTA property line to accommodate the development of a public roadway abutting a new north property line. Such a roadway would serve as a buffer between residential development on the north side and continued military training on the south side. Army concern in any boundary adjustment will be in protecting the Army opportunity to use its property for continued training.

I understand you will be meeting with Mr. David Warner, my Chief of Master Planning, next week to discuss the Dougherty Valley planning process and issues such as I have outlined in this letter. He will be able clarify these issues further and he will be available at (415) 561-3042 to answer future questions. Please don't hesitate to call Mr. Warner or Major Stephen Cooke, the Parks RFTA Commander (510) 561-6262, if you have questions in the future.

Sincerely,

R. L. Lorber

Roger L. Lorber
Colonel, U.S. Army
Director, Engineering and Housing

Copies Furnished:

Major Stephen Cooke, Parks RFTA
Colonel William Swift, Presidio of San Francisco
Mr. David Bolland, Jones & Stokes Associates, 2600 V Street,
Suite 100, Sacramento, CA 95818
Ms Theresa Rea, PBR, 351 California Street,
San Francisco, CA 94104

Dougherty Valley Plan

CAD
Letter
Feb
1992



DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY GARRISON
PRESIDIO OF SAN FRANCISCO, CALIFORNIA 94129-5000
January 28, 1992



REPLY TO
ATTENTION OF:

Directorate of Engineering
and Housing

FEB 1 1992
T.A. BECKETT

CITY

Mr. Dean Mills
City of San Ramon
Planning Services Division
2226 Camino Ramon, P.O. Box 5148
San Ramon, CA 94583

Dear Mr. Mills:

The Army appreciates opportunities to participate in the planning process for the Dougherty Valley, and specifically welcomes this opportunity to comment on the draft program EIR for the Growth Management and Specific Plan of September, 1991. Present comments are consistent with prior concerns which the Army has expressed both in writing (see attached letter) and at the Steering Committee/Technical Advisory Committee meetings.

The Army is most concerned about the designation of a 140-acre community college site on property owned by the Army. We have met with Dr. Robert Jensen, the Contra Costa Community College District Chancellor, and some of his staff. The meeting fostered understanding of the positions, concerns, and plans of our respective agencies. The district understands the Army's buffer and land use compatibility concerns. The Army understands the College District's desires to acquire a site in southern Contra Costa County for planning construction of a 5,000-student college which could be occupied as early as the year 2000. Due to continuing range training requirements at Parks Reserve Forces Training Area (Parks RFTA), Army property in the Contra Costa County portion of Parks RFTA cannot be made available for a college site. All references to the siting of a college on this Army property should be deleted from the plan, including references in the Land Use Map (Figure 3-3), Policy 7.1.2. on page 4.10-9, in Table 2-1 on page 2-37, and in the section addressing Camp Parks noise on page 4.6-22.

Rather than identifying the land use for Parks RFTA as "open space", it would be clearer to designate it as "military" or "military training". "Open space" implies some level of public access, which will be prohibited on this Army property. The hills in this area will remain undeveloped and, therefore, will continue to be a visual resource, while providing opportunities for military training. Tables 3-1, 3-2, and 3-3 should include 910 acres for military training.

- 2 -

It may be appropriate to add an entry in Table 2-1 under "Land Use Compatibility with Adjacent Areas" that specifically addresses the adjacent military training land use and identifies creation of an open space or roadway buffer to mitigate potential conflicts.

In Table 2-1 on page 2-38 and in Section 4.6 (Noise) on page 4.6-23, the statement, "Parks will generate sporadic noise levels...", should be modified so it is clear that the statement addresses local public parks, not Camp Parks.

Should there be questions about these or previous comments, Mr. David Warner (415) 561-3042 will be able to assist you.

Sincerely,

Roger L. Lorber
Colonel, U.S. Army
Director, Engineering and Housing

Enclosure

Copies furnished:
✓ Contra Costa County, Community Development Division
Sixth Army, Training
Sixth Army, Engineer
Commander, Parks Reserve Forces Training Area
✓ Contra Costa Community College District



DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY GARRISON
PRESIDIO DE SAN FRANCISCO, CALIFORNIA 94129-5000

February 6, 1992



REPLY TO
ATTENTION OF

Directorate of Engineering
and Housing

Dr. Robert Jensen
Chancellor
Contra Costa Community College District
500 Court Street
Martinez, California 94553

Dear Dr. Jensen:

I have enclosed a copy of the letter to Contra Costa County Community Development (Mr. Jim Cutler) which we discussed on February 3. I met with Mr. Cutler last week and we reviewed the Army issues outlined in that letter. The Army stance was made very clear.

As I clarified on the phone with you, the Army's position regarding its property at Parks Reserve Forces Training Area is that the importance of continued military training activities precludes the release of any of the Contra Costa County property for non-military purposes. Noise, safety, and compatibility related to present training activities are obstacles to your proposal.

Since our phone conversation, I inquired of the Garrison Commander and the Sixth Army Training staff if there would be any potential for softening of the Army position regarding the availability of property if you were invited to present further proposals for joint training opportunities. The replies were negative.

I encourage you to focus your site identification energies on other properties in southern Contra Costa County, perhaps elsewhere in San Ramon. Our acreage is too confined and the Army training missions are too critical for compromise and release of property at this time.

FEB 13 1992
T. A. BECKETT

- 2 -

Your office will be notified if there is a change in Army policy in the future.

Sincerely,

David L. Warner
Chief, Master Planning Branch

Copies Furnished:
Commander, Parks Reserve Forces Training Area
Garrison Commander, Presidio of San Francisco
Deputy Chief of Staff for Training, Sixth U.S. Army
Public Affairs Office, Sixth U.S. Army

RECEIVED
ADMINISTRATIVE SERVICES
FEB 11 11 21 AM '92
COMMUNICATIONS SECTION

GEORGE MILLER
7TH DISTRICT, CALIFORNIA
2228 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0507
(202) 225-2098
JOHN LAWRENCE
ADMINISTRATIVE ASSISTANT

CHAIRMAN
COMMITTEE ON INTERIOR AND INSULAR AFFAIRS
Chairman, SUBCOMMITTEE ON WATER, POWER
AND OFFSHORE ENERGY RESOURCES

COMMITTEE ON EDUCATION AND LABOR

SELECT COMMITTEE ON CHILDREN,
YOUTH, AND FAMILIES

Congress of the United States
House of Representatives
Washington, DC 20515-0507

March 26, 1992

Robert D. Jensen, Chancellor
Contra Costa Community College District
500 Court Street
Martinez, California 94553

Dear Bob:

I am writing regarding the search for an additional campus site for the Contra Costa Community College District.


As the enclosed letter explains, a campus site at Parks Reserve Forces Training Area looks to be unfeasible at this time. When the possibility of locating a campus site at the installation as well as creating a joint training facility was first explored, it looked as if Camp Parks would be decreasing its training activity. Since then, however, a decision to close nearby installations has prompted continued use of the Parks Reserve Forces Training Area, perhaps even on an increased scale.

As a result, the area previously considered for a campus site would lie adjacent to firing ranges and would therefore limit the land available for training as well as pose serious safety threats to people using the campus site. The Army did indicate that if their training plan is reevaluated or changed in the future, they would be pleased to discuss options for locating a campus site at the Parks Reserve Forces Training Area.

I regret that this land will not be available for the Contra Costa Community College District. Subsequently, I would be interested to know of any federal lands that you consider viable possibilities for your campus and would be happy to help pursue those options for you. Please keep me informed on your search.

I look forward to speaking with you soon and to eventual success in locating an additional campus site for the Contra Costa Community College District.

Sincerely,


GEORGE MILLER, M. C.

DISTRICT OFFICES
387 CHINE DRIVE, S14
PLEASANT HILL, CA 94523
(916) 802-1880
MARY LANSING
DISTRICT DIRECTOR
3220 BLUMH DR
SUITE 281
RICHMOND, CA 94808
(916) 282-8900
825 WEST 8TH ST
SUITE 4
ANTIOCH, CA 94509
(916) 778-3777
TTY (202) 225-1904



DEPARTMENT OF THE ARMY
HEADQUARTERS, SIXTH U.S. ARMY AND PRESIDIO OF SAN FRANCISCO
OFFICE OF THE COMMANDING GENERAL
PRESIDIO OF SAN FRANCISCO, CALIFORNIA 94129-7000



-2-

REPLY TO
ATTENTION OF:

MAR 12 1992

Office of the
Staff Judge Advocate

Honorable George Miller
Representative in Congress
367 Civic Drive
Pleasant Hill, California 94523

Dear Mr. Miller:

This letter is in response to your correspondence dated December 17, 1991, in which you expressed concern regarding a meeting to discuss the possibility of establishing a college campus at Parks Reserve Forces Training Area. A meeting on this matter has in fact taken place.

On December 19, 1991, a meeting on this subject was held at Parks Reserve Forces Training Area. It was hosted by the Commander of Parks Reserve Forces Training Area, Major Stephen Cooke. In attendance were Mr. David Warner, as well as Dr. Robert Jansen and two of his associates from the Contra Costa Community College District. Dr. Jansen discussed the desirability of locating a college facility on Parks Reserve Forces Training Area, the issue of joint use of the facility, and proposed a specific site for the college. However, as both Major Cooke and Mr. Warner pointed out, the proposed site is adjacent to active weapons ranges and the use of the site for the proposed purpose would require closure of the ranges during periods of use.

While we recognize the potential joint training value of a college site at Parks Reserve Forces Training Area, the currently proposed location creates a serious potential limitation on the use of an extremely valuable training installation. Additionally, the closure of other installations in Northern California (the Presidio of San Francisco and Fort Ord), dramatically increases the importance of Parks Reserve Forces Training Area as a training facility for the many Reserve and National Guard soldiers who reside in the region. The inability to come to Camp Parks to accomplish basic weapons marksmanship training would detrimentally impact on individual and unit readiness. Obviously, we can take no action that would have such an impact on the ability of these soldiers and units to accomplish their mission. These points were stressed to Dr. Jansen and his colleagues.

We appreciate the interest in Parks Reserve Forces Training Area and, although we are unable to agree to the use of this portion as proposed, perhaps the future may bring changes that could alter the course of the Parks General Management Plan.

Sincerely,

Glynn C. Mallory, Jr.

Glynn C. Mallory, Jr.
Lieutenant General, U.S. Army
Commanding General

MAR 20 1991

Directorate of Engineering
and Housing

Ms. Shawna Brakke
City of San Ramon Planning Services
2226 Camino Ramon
San Ramon, CA 94583

Dear Ms. Brakke:

Thank you for providing the Army an opportunity to review the January 1991, administrative draft of the Dougherty Valley Specific Plan. It is obvious that a tremendous effort has been made in the plan's preparation to date. Following are some Army concerns regarding the plan as it addresses the Parks Reserve Forces Training Area (Parks RFTA) property, as well as some general observations.

Page 1, last paragraph: Modify to make it clear that there are no present plans to "decommission" land or discontinue present military activities at Parks Reserve Forces Training Area. If the military discontinues use of Parks, other land uses besides public/semi-public and open space may be appropriate.

Page 11, paragraph 6: Clarify status of military property for college site. Plan should not "call for" a land exchange related to the Tassajara arterial connection since such an exchange would be secondary to the establishment of the roadway and would not be a prerequisite to establishing a functional alignment. Other land uses such as "Park", "special study area," "public/semi-public," or "low density residential" may be appropriate for the Parks RFTA property if/when the military discontinues activity on the property.

Figure "Land Use": Consider rewording the footnote to allow future decisions about land use for Parks RFTA.

Page 18, policy 1: Policy should not "require" a land exchange commitment between the land owners.

Page 18, policy 2: Allow a broader range of future land uses at Parks RFTA.

Figure "Conservation and Open Space Plan": Allow for a broader range of future land uses on Parks RFTA property.

Page 31, policy 4: A wider spectrum of future land uses should be considered for the Parks RFTA property. Not all of the Parks RFTA property is "characterized by a major ridge mass and relatively steep terrain." Without conflicting with the plan's other central objectives, the central valley of the 900 acres could easily accommodate low density residential, park or public facilities development. The marginal natural resource value of the Tassajara Open Space and the range training area of Parks RFTA does not justify the long-term preservation of this entire substantial acreage.

Page 37, policy 2: Development of a community college site on the Parks RFTA property must be considered long-term since there are no present military plans to discontinue use of this property.

Page 67, policy 4: See above comments.

Page 75, paragraph 3: It is unlikely the military will approve a public roadway proposal for the Parks RFTA property if it would divide the training area.

Page 76, Table 11.1: In what phase is the community college proposed to be developed?

* It is crucial that the community, the planners, the decision-makers, and the Contra Costa Community College District understand that the Army property is not presently available for other uses. If the need for a new community college site is critical, as the District has said, the Army site may not be satisfactory since it will not be available in the foreseeable future. A replacement site for the Army Reserve range training would have to be acquired and developed before a college could be built on the Parks RFTA property since these land uses would not be compatible. If the need for a new college site is near-term, perhaps other sites in the community should be further explored. If the requirement for a college site is not critical, and development of the property would not be required for fifteen to twenty years, the identification of the college site on Army property is appropriate for planning purposes. *

Page/Paragraph/Sentence

The first determination, that EBMUD could serve the project "without reducing the level of service to existing EBMUD customers under normal meteorological conditions" needs to be clarified. Do these conditions include drought? What level of drought? The second determination, that "provision of service would not result in environmental effects to the sources of water for the provider" is too narrow, as there may be significant environment impacts other than impacts on "sources of water."

21/5 ~~According to my calculator,~~
10,231,750 gpd less 36% is 6,548,320 gpd. A 39% savings would be required to get down to 6,226,100 gpd. ~~Am I missing something?~~

21/6 Why are the environmental impacts of decreased flows that would result from supplying this project beyond the scope of this EIR?

21-23 It appears an increase in demand for potable water of between 2,404,650 and 10,965,000 gpd is considered a significant impact, but that an increase in demand of 6,226,100 gpd is considered less than significant. The logic for these findings is not provided.

23/9 "Development under the plan may ~~contribute to stored~~ increase water shortages during drought periods."

24/1 What is this paragraph saying? It seems to say that reducing the total terminal reservoir storage volume is inappropriate and to account for this, the level of demand reduction through rationing would have to be increased.

24-25 It's not explained how these mitigation measures (4.13-13a to 4.13-13d) would reduce the significant impacts on drought-year shortages to insignificant ones.

Page/Paragraph/Sentence

26/8/5 "Consequently, the full 459 mgd EBMUD entitlements ~~may~~ is not be available for use..."

27/1/3 "EBMUD estimates its current demand...at approximately 277 MGD." The current average annual demand, estimated for calendar year 1992 if there were no drought, is about 225 MGD.

27/3 It's not explained how these mitigation measures would reduce the significant cumulative impact to less-than-significant.

15, 19 & 41 It appears that the FEIR assumes that the amount of water used by the proposed development will be less (about half, in fact) if served by DSRSD rather than by EBMUD or CCWD. What is the rationale for this assumption? DSRSD has projected half as much water use; please explain why the FEIR assumes this difference.

ATTACH.A

Certainly, upon the cessation of military activities on north part of the Parks RFTA property, this land could accommodate significant development to satisfy community needs. The rationale for designating Army-owned property, other than the community college site, as open space is not apparent in the draft plan. If the same criteria used in sorting out development constraints in the remainder of the Dougherty Valley are applied to the Army property, substantial valley areas and moderate slopes could be considered for development. Application of a "Military Training" land use designation for the Army property should be given consideration. Since the property is not ripe for land use change it is inappropriate to designate new/future land uses, unless such designation is clearly represented as a contingency. It is conceivable that the remainder of Dougherty Valley may be fully built-out before the military makes the Parks RFTA land available.

The plan has established several laudable goals and objectives which will guide the development of a framework for a functional, livable, and interesting community. Many of the policies proposed carry substantial, though sometimes hidden, costs. If the goals and objectives of the land use and housing element, particularly those for affordable housing, are to be realized, policies regarding provision of community facilities (pages 37-40) and community design (pages 46-51) should be applied cautiously. Many communities impose requirements which will marginally improve aesthetics, but which cumulatively inflate housing unit costs or long-term community financial responsibilities.

If you have questions about these comments or wish to discuss them in more detail, please call me at 561-3042. Congratulations on the progress made in this planning effort. The Dougherty Valley represents an incredible planning challenge and development opportunity for the community. Again, the military appreciates this opportunity to participate in the process.

Sincerely,



David L. Warner
Chief, Master Planning Branch

CP: Sixth Army Training
Sixth Army Engineer
Commander, Parks Reserve Forces Training Area

- 20-1 Mitigation Measure 5.24 indicates that this conflict exists and recommends that the DVSP land use map be amended. No change to the Draft EIR is required.
- 20-2 Comment noted. The Draft EIR indicates these intentions on pages 5-16 and 5-57. No change to the Draft EIR is required.
- 20-3 The Draft EIR notes that the Community College district is seeking alternative sites elsewhere in the San Ramon area; however, the County is not prepared to require siting of the college within the northern portions of the Dougherty Valley Planning Area. Final resolution of this college siting issue does not affect the adequacy of the EIR. No change to the Draft EIR is required.

Administrative Services

3280 E. Crow Canyon Road • San Ramon, CA 94583
(510) 866-8136 • FAX (510) 866-0718

SAN RAMON VALLEY UNIFIED SCHOOL DISTRICT • John W. Duncan, Superintendent
699 Old Orchard Drive, Danville, California 94526 • (510) 837-1511 • FAX (510) 837-9247

July 15, 1992

Harvey E. Bragdon, Director
Contra Costa County Community Development Department
651 Pine Street, North Wing - Fourth Floor
Martinez, California 94553-0095

RE: Draft Environmental Impact Report and Specific Plan for
Dougherty Valley

Dear Mr. Bragdon:

San Ramon Valley Unified School District appreciates the opportunity to comment on the Draft Environment Impact Report and Specific Plan for the Dougherty Valley. The following are issues of concern to the District:

1. **SIZE AND QUANTITY:** The District's policy on enrollment capacity for elementary and secondary facilities is as follows: K-5: 650, 6-8: 850 and 9-12: 1700. State area guidelines require 10 acres for an elementary school, 15 acres for a middle school, and 40 acres for high school sites. The numbers stated in Table 4 of the Specific Plan reflect school acreage which are inconsistent with State guidelines. If the Dougherty Valley development consists of 11,000 units, the District will require a minimum of four elementary schools, one large middle school and one high school. This requirement is based on the assumption that the composition of Dougherty Valley housing will be 60% single-family and 40% multi-family residences (Figure A, Scenario #2). Figure "A" illustrates three different scenarios for the number of students generated by residential type. Each scenario does substantiate the need for four elementary schools, one large middle school and one high school.

Since the number of middle school students anticipated in the Dougherty Valley falls slightly below the amount required to justify a second middle school, the District requests one large middle school be built on a minimum of 20 acres to accommodate a capacity of 1200 students. This school should be placed in an area centrally located within the Dougherty Valley. (Ref. DEIR: Pages 5-53, 5-54, 5-55 and S.P.: Pages 4-6, 8-2, 8-4)

July 15, 1992
Harvey E. Bragdon
Page 2

It is important to note that the number of schools needed is dependent on current and projected student generation rates which may not reflect the unique needs of Dougherty Valley. Any mitigation must be flexible to meet school needs which are unpredicted at this time. Also, remember that any financial support should consider operational costs as well as construction costs.

2. **HOUSING MIX:** Tables 5-10 and 5-11 were based on information obtained from the City of San Ramon's Specific Plan. These figures vary with respect to housing type and number of students generated (see Figure A). Therefore, the charts should be changed to better reflect the specific housing mix anticipated by the County for the Dougherty Valley. (Ref. DEIR: Pages 3-14, 3-19, 5-54 and S.P.: Page 5-3)
3. **LOCATION:** The location of all the school sites will ultimately require approval by the California State Department of Education. In addition to conforming to State guidelines, the middle school and high school should be centrally located in areas easily accessible to both major thoroughfares and trail systems. The elementary school sites need to be distributed throughout the Valley in areas anticipated to yield high numbers of students. These locations should allow easy access to the greatest number of students possible and contribute to the development of neighborhood schools. (Ref. DEIR: Figure 3-4 and S.P.: Figure 5, Pages 4-11)
4. **UTILITY ACCESS:** It should also be noted that the location of the elementary and middle schools in the first phase of the Coyote Creek development shows both school sites outside the service area for both the water and sewer districts. It is the responsibility of the developers to annex the school sites into the service districts. (Ref. DEIR: Figures 5-2, 5-7 and S.P.: Page 9-1)
5. **PHASING:** The phasing of school facilities must support the level of students being generated by development. New school facilities must be of sufficient capacity and operational as the need arises. Before any conclusions can be reached on the required phasing of school facilities, additional information is required regarding specific housing type and quantity. Figure "B" (page 13-13 of the Specific Plan) illustrates school sites located within specific phases of development. Phase I, according to the illustration, consists of two elementary schools and one middle school site. In order to justify the need for two elementary schools and one middle school, there would need to be approximately 4500 units constructed in Phase I; approximately 41% of the total

development. The high school is not planned until Phase VI of this plan. Where will the 1600+ students be attending school until Phase VI? Clearly, there is a need to further analyze the phasing of school facilities to ensure a contiguous phasing plan between development and the adequate housing of students. (Ref. S.P. Pages 8-3, 13-12, 13-13)

6. **MITIGATION OF FINANCIAL IMPACT:** The District is anticipating that school facilities within the Dougherty Valley will cost an estimated \$94 million with developer fees contributing approximately \$16 million of these costs exclusive of the credits received by Shappell (per Agreement with District dated December 13, 1988). The District cannot rely exclusively on developer fees for the construction of new school facilities. With a potential shortfall of \$78 million dollars, exclusive of land and off-site improvement costs, there is a real need for an alternative funding mechanism providing full mitigation of the negative impact. Therefore, the District is anticipating the dedication of school sites at no cost with financial implications being shared proportionally between the developers. (Ref. DEIR: Pages 3-27, 4-19, 5-12, 5-53, 5-56 and S. P.: Pages 11-2, 13-1, 13-12, 13-13)

7. **STATE FUNDING POTENTIAL:** The Developers Agreement between the SRVUSD and Industries is based on the District's ability to obtain State funding. If the District is unable to secure State funding, the contract with will need to be renegotiated. Currently, there is no existing developers' agreement between the District and Windemere.

Additionally, if the District is unable to obtain State or local funding for new facilities then the financial responsibility will need to be met by the project proponents, possibly through the imposition of a Mello-Roos. Failing a meaningful funding alternative, the burden for financing falls on the general fund. Given the present level of State funding, it is apparent that local funding sources cannot support this burden. (Ref. DEIR: Table 2-1; page 6 of 39; comment 5.21 and 5.22, Pages 3-27, 4-19, 5-12, 5-53, 5-56 and S.P.: Pages 11-2, 13-1, 13-12, 13-13)

8. **TEMPORARY HOUSING:** During the initial phases of development and during the development of Dougherty Valley the need may arise for excess students to be housed at alternative sites prior to completion of future school facilities. If the District is unable to accommodate additional students, the project proponents would be required to provide temporary space at existing or alternative facilities until such time as new facilities can be constructed.

9. **JOINT USE:** Although the District supports the concept of joint use between public parks and school facilities, there is concern with the high school being used jointly with a public park. The plan calls for a 25 acre high school site adjacent to a 25 acre public park. As a result of numerous after school activities associated with a high school campus, a situation may develop where after school activities may conflict with the community use of the park. Therefore, the District proposes a change in the way the site is designated to allow for a 40 to 45 acre school site adjacent to a 5 to 10 acre park. This would allow sufficient space for after school activities and still utilize the joint use concept. (Ref. Page 3-21, Table 3-4) (Ref. DEIR: Page 3-21, Table 3-4 and S.P.: Pages 8-2, 8-4, 8-6, Table 4, Figure 17)

10. **COMMUNITY DEVELOPMENT:** Contra Costa County's Draft General Plan Amendment states that all growth impacted school districts must maximize utilization of existing facilities by converting to year-round educational programs. This policy is not consistent the current policy of the District. The decision to set year-round education as a district policy is implemented by the Board of Trustees of the school district not mandated by the Board of Supervisors. The District should not be required to convert to year-round educational programming if it is determined that it is not financially or politically feasible. Both the State and SRVUSD are continually evaluating the feasibility of year-round education and will continue to do so.

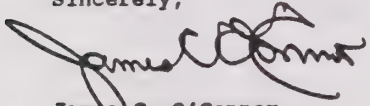
11. **RESPONSIBILITY FOR MITIGATION:** Mitigation measure number 5.21 and 5.22 indicate that the responsibility for mitigation rests with San Ramon Valley Unified School District and the County Community Development Department. The District questions the viability of this arrangement without the strength of an existing general plan amendment relative to the mitigation of the negative impact upon schools. (Ref. DEIR: Page 5-56)

12. **CHILDCARE RELATIONSHIP:** Contrary to the Draft EIR, there are several childcare providers within the San Ramon Valley Unified School District. SRVUSD cooperates with the providers by providing space and support, it is not involved with the planning and operation of the childcare programs. Therefore, the SRVUSD does not desire to participate in the mitigation of measures 5.25 and 5.26.

July 15, 1992
Harvey E. Bradgon
Page 5

We thank you again for the opportunity to respond to the Contra Costa County Draft Environmental Impact Report. We look forward to working with the County on this project and would welcome and questions or comments you might have.

Sincerely,



James C. O'Connor
Associate Superintendent, Administrative Services
San Ramon Valley Unified School District

cc: Jim Cutler
John Duncan, Superintendent
San Ramon Valley Unified School District

response.let

FIGURE A
DOUGHERTY VALLEY
11,000 Units

Scenario #1
Based on Table 3.3, Page 3-19

Land Use	# of Units	Student Generation Factor			Number of Students		
		K-5	6-8	9-12	K-5	6-8	9-12
SF	5342	.3	.15	.25	1603	801	1336
MF	5658	.1	.03	.05	566	170	283
Total Students					2169	971	1619
Schools Required					4	1	1

Scenario #2
Housing Element
Based on 60% SF, 40% MF
Page 3-14

Land Use	# of Units	Student Generation Factor			Number of Students		
		K-5	6-8	9-12	K-5	6-8	9-12
SF	6600	.3	.15	.25	1980	990	1650
MF	4400	.1	.03	.05	440	132	220
Total Students					2420	1122	1870
Schools Required					4	1	1

Scenario #3
Developer's Plans

Land Use	# of Units	60/40 Shapell			50/50 Windemere		
		K-5	6-8	9-12	K-5	6-8	9-12
SF	6083	.3	.15	.25	1825	919	1521
MF	4917	.1	.03	.05	492	148	246
Total Students					2317	1060	1767
Schools Required					4	1	1

FIGURE B

Page 3-13 of the Specific Plan



FIGURE C

SCHOOLS REQUIRED FOR 11,000 UNITS

<u>SCHOOL</u>	<u>QUANTITY</u>	<u>COST PER SCHOOL *</u>	<u>ENROLL</u>	<u>TOTAL COST</u>
ELEMENTARY	4	9,400,000	2317	\$37,600,000
MIDDLE	1	16,080,000	1080	\$16,080,000
HIGH	1	41,250,000	1767	\$41,250,000
TOTAL COST				<u>\$94,930,000</u>

11,000 DWELLING UNITS

<u>DWELLING TYPE</u>	<u>UNITS</u>	<u>SQ FOOTAGE</u>	<u>SCHOOL FEE</u>	<u>TOTAL FEES</u>
SINGLE FAMILY	6083	2500	1.65	25,092,375
MULTI-FAMILY	4917	1275	1.65	<u>10,344,139</u>
TOTAL FEES				<u>\$35,436,514</u>

COSTS TO ACCOMMODATE STUDENTS FROM DOUGHERTY VALLEY DEVELOPMENT

ESTIMATED FACILITIES COSTS	\$94,930,000
INCOME FROM FACILITIES FEES	(\$35,436,514)
LESS SHAPELL CREDIT	(\$19,335,195)
FEE SHORTFALL	<u>(\$78,828,681)</u>

- 21-1 The SRVUSD should coordinate with the Community Development Department to ensure that appropriate performance standards are achieved before final development plans are approved. Project development would not proceed without the County's determination of adequate school facilities. Please refer to Mitigation Measure 5.21 in the Draft EIR. Mitigation Measure 5.22 has been amended in the Final EIR to more clearly identify the responsibility of the County. See Errata.
- 21-2 Refer to response to Comment 21-1.
- 21-3 Refer to response to Comment 21-1.
- 21-4 Refer to response to Comment 21-1.
- 21-5 According to the school district, new students would receive the same level of per capita operations expenditures as other district students.
- 21-6 Refer to the Errata in the Final EIR for a footnote indicating that the number of students will change, depending on specific housing mixes. However, changes in the student mix is not expected to substantially alter the EIR's conclusions regarding impacts on school facilities.
- 21-7 Refer to the Errata in the Final EIR for changes made to include the California State Department of Education Approval.
- 21-8 Schools will be located within public services districts. Refer to response to Comment 21-1.
- 21-9 The phasing impact should address the possible lack of school service to 1,600+ students. Please refer to response to Comment 49-3 and Errata 21-13 in the Final EIR.
- 21-10 Comment noted. Details on financing will be a condition of project approval in the final development stages. Financing infrastructure improvements will be addressed prior to approval of final development plans. See response to Comments 7-17 and 5-7. No change to the Draft EIR is required.
- 21-11 Comment noted. No change to the Draft EIR is required.
- 21-12 Comment noted. No change to the Draft EIR is required.
- 21-13 The recommendation to include a temporary housing mitigation measure is hereby included in the Final EIR. Please refer to the Errata in the Final EIR.
- 21-14 A reduction in park space in this manner is not required of the project proponents. A precedent has been set in the County for similar joint use parks and has not experienced conflicts. No change to the Draft EIR is required.

- 21-15 Refer to response to Comment 7-38.
- 21-16 Refer to response to Comment 21-1. A General Plan Amendment granting the SRVUSD other powers is unnecessary. No change to the Draft EIR is required.
- 21-17 The SRVUSD is hereby removed from inclusion in Mitigation Measures 5.25 and 5.26. The County is responsible for assuming adequate childcare by implementation of the County childcare ordinance and the provisions of the Specific Plan. Refer to the Errata in the Final EIR.

SAN RAMON VALLEY FIRE PROTECTION DISTRICT

Administration
Phone: 510-838-6600
Fax: 510-838-6629

1500 Bollinger Canyon Road
San Ramon, California 94583

Fire Prevention
Phone: 510-838-6680
Fax: 510-838-6696

RECEIVED DEPT

July 31, 1992

Mr. James Cutler, Assistant Director
Contra Costa County
Community Development Department
County Administration Building
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553-0095

Dear Mr. Cutler:

We received the DRAFT EIR for the Dougherty Specific Plan on June 17, 1992, and after careful review we would like to note the following responses to the material as presented.

Page 5-49 through 5-51

As it appears in the Draft EIR, mitigation measure 5.17 reads as follows:

The project proponents should dedicate one fire station site and reserve a second site in the planning area. One fire station could probably provide sufficient fire response if roads were added to the Dougherty Valley Circulation Plan to interconnect core areas of the planning area (Probert pers comm.) The County should condition the approval of the preliminary development plans needed to provide adequate fire response as defined by SRVFPD. The project proponents should negotiate with SRVFPD to develop circulation revisions to the planning area that would enable one fire station to provide adequate fire response to the planning area, or dedicate two fire station sites according to General Plan Policies 7-68 and 7-77. The project proponents should obtain SRVFPD's approval of the location and size of the fire station sites and the dimensions of the fire station and accessory buildings and should depict the fire stations sites on the preliminary development plan land use maps. Fire stations should be constructed to enable SRVFPD to continually meet the fire response standards set forth in general plan policies 7-62 and 7-63. SRVFPD and the Community Development Department would be responsible for monitoring the success of this mitigation measure.

We feel this should be changed to read:

The project proponents shall plan on a minimum of one fire station site and possibly two sites in the planning area. At this stage, the financial element of the E.I.R. shall calculate for two stations. The County shall condition the approval of the preliminary development plans on the incorporation of fire station site locations and residential sprinkler systems as needed to provide fire protection as defined by SRVFPD. The project proponents shall develop circulation revisions that will meet the General Plan Policies 7-63 through 7-87 (See attachment "A").

The project proponents shall obtain SRVFPD's approval of the location and size of the fire station sites and the dimensions of the fire station and accessory buildings and shall depict the fire station sites on the preliminary development plan land use maps. Fire stations shall be constructed to enable SRVFPD to continually meet the fire response standards set forth in general plan policies 7-63 through 7-87. SRVFPD and the Community Development Department will be responsible for implementing, monitoring and making appropriate changes to assure standards are met and upgraded as necessary through the passage of time.

In the DRAFT EIR, Paragraph 5.18 reads as follows:

The developers should construct the fire stations and fund acquisition of equipment needed to provide adequate fire and emergency medical response to the planning area. The number and type of equipment to be acquired should be approved by SRVFPD. This could include temporary fire stations, as specified by General Plan Policy 7-78 if approved by SRVFPD. SRVFPD and the Community Development Department would be responsible for monitoring the success of this mitigation measure.

We feel this paragraph should be changed to read:

5.18: Since the San Ramon Valley Fire Protection District has a vested interest in this project planning area, it is our view the developers shall construct the fire stations and fund acquisition of equipment needed to provide fire and emergency medical services to the planning area. The number and type of equipment to be acquired shall be approved by SRVFPD.

- 22-1 The changes recommended in the comment relate to wording and policies. The wording will be changed according to subsequent conversations with the SRVFPD in Errata 22-1. The policies will be slightly modified. The policy numbers provided in Attachment A reflect a draft version of the General Plan and do not coincide with the current document used by the County. On review of the policies, General Plan Policies 7-66, 7-81, and 7-84 are hereby added to the list of relevant policies on page 5-28. Only the most relevant policies regarding response times from fire stations (policies 7-62, 7-63, 7-68, 7-70, 7-74, and 7-77) were referenced when identifying where fire stations should be constructed. With these changes, the mitigation measures would ensure fire protection performance to SRVFPD standards. The mitigation measures also ensure SRVFPD approval is obtained before these measures are implemented. Refer to Errata 22-1 in the Final EIR.
- 22-2 Refer to response to Comment 22-1. Also, the Draft EIR has been amended to clarify when the installation of temporary and permanent facilities must occur. Refer to Errata 22-1.
- 22-3 Please refer to response to Comment 22-2.
- 22-4 Please refer to response to Comment 22-2.
- 22-5 Refer to response to Comment 22-2 and Errata 22-1.
- 22-6 The recommended change is included in response to Comment 22-5.
- 22-7 This impact is now considered significant due to a change in the significance criteria. Mitigation Measure 5.18 has been amended to address the need for additional fire personnel and the financing for such personnel. Refer to response to Comment 22-1 and Errata 22-1.
- 22-8 Please refer to response to Comment 22-7.



Central Contra Costa Sanitary District

419 Imhoff Place, Martinez, California 94553-1892

(510) 689-3890 • Fax (510) 676-7211

August 4, 1992

James W. Cutler
Contra Costa County
Community Development Department
651 Pine Street
North Wing, Fourth Floor
Martinez, CA 94553

Dear Mr. Cutler:

COMMENTS ON THE DRAFT EIR FOR THE DOUGHERTY VALLEY GENERAL PLAN AMENDMENT, SPECIFIC PLAN, AND IMPLEMENTING PROJECT ENTITLEMENTS, COUNTY FILE #2-91-SR

Thank you for the opportunity to comment on the County's Dougherty Valley Draft EIR. Central Contra Costa Sanitary District (Central San) is a Responsible Agency for this project under the California Environmental Quality Act (CEQA). Central San offers the following comments on the Draft EIR:

1. Page 5-1, second paragraph: delete "County" from the name of this district.
2. Page 5-1, fourth paragraph: the plant treats approximately 34 million gallons per day (mgd) average dry weather flow, not 38 mgd. Also, the current remaining treatment plant capacity is allocated to growth which is expected to occur within Central San's current service area by the late 1990s.
3. Page 5-3, second full paragraph: revise to read -- "Central San may increase the capacity of its effluent pumping facilities near Martinez to accommodate increased flows from areas outside its current boundaries." Also, as is noted later on this page regarding DSRSD, the planning area also is outside of Central San's service area and Sphere of Influence (Figure 5-1).
4. Page 5-36, Mitigation Measures 5.1, 5.2, and 5.3: Central San does not have sufficient planned capacity to serve the potential development. However, if some or all of the Dougherty Valley were annexed to Central San, sewer capacity for this project could be: 1) planned in future wastewater collection system and treatment

ROGER J. DOLAN
General Manager
Chief Engineer

KENTON L. ALM
Counsel for the District
(510) 938-1430

JOYCE E. MURPHY
Secretary of the District

James W. Cutler
Page 2
August 4, 1992

plant expansions, and 2) financed by annexation and facilities capacity fees to be paid by plan area developers.

Central San policies require that conditions of sewer service be established before, rather than after annexation. The following requirements for the provision of sewer service would apply if the Dougherty Valley were annexed to Central San.

1. A financing entity shall be established to pay for operation and maintenance of pumping station(s), force mains, equalization storage, and all-weather access.
2. Central San's standard sewer system requirements for development are presented in Attachment A. All facilities shall be designed and constructed in accordance with Central San's Standard Specifications for Design and Construction.
3. Central San's Pumping Station Design Criteria are presented in Attachment B. All sewers and pumping station plans shall be submitted for Central San's review and shall receive Central San's written approval prior to construction.
4. A formal agreement between Central San and the financing entity would be required. The agreement shall allow for updating as necessary to comply with changing state and federal laws, regulations, policies, or guidelines, changes in Central San's Master Plans or Capital Improvement Plan, or changes in the area's flow quantity or wastewater strength characteristics.

If you have any questions regarding these comments, please contact me at (510) 689-3890.

Sincerely,

Russell B. Leavitt

Russell B. Leavitt
Environmental Coordinator

RBL/ls

Enclosures

4
(cont.)

5

LETTER NO. 1

ATTACHMENT A

CENTRAL SAN POLICIES AND REQUIREMENTS REGARDING THE PROVISION OF SEWER SERVICE

The following discussion outlines the District's policies and requirements regarding the provision of sewer service:

1. SEWER SERVICE AVAILABILITY AND GENERAL DISTRICT REQUIREMENTS

- 1.1 The study area is not within the District's sphere of influence and boundaries. Inclusion of the areas to be served by the District within the District's sphere of influence, and annexation is necessary before sewer service can be provided. This would require the approval of both the District Board of Directors and the Local Agency Formation Commission (LAFCO). The annexation issue must be addressed during the CEQA process.
- 1.2 Developers who propose projects based upon a plan for the area should be aware that District policy requires gravity public sewers located in public streets rather than in off-street locations to the extent possible. Variances from this policy are discouraged. The District will make specific comments on individual projects throughout the permit process to provide developers with guidance in meeting District requirements.
- 1.3 Specific requirements are:

Gravity Service.

Sewers are to be designed to operate under gravity flow to the District's existing sanitary sewer system. The use of sewage pumps for individual lots will not be permitted unless it is economically impractical to construct a main sewer to provide gravity service.

Location in Streets.

As a minimum, an 8-inch public sewer must be extended by the developer to serve each parcel (residential or commercial lot, townhouse unit, condominium building, or apartment complex, as appropriate). New sewer systems are to be designed with the maximum amount of public sewers located in streets. If a developer proposes to locate public sewers in an off-street location, the project engineer must justify such location to the satisfaction of the District.

Easements.

An exclusive public sewer easement must be established over the alignment of each public sewer in an off-street or private street location to provide access for future maintenance. The following criteria are used to determine the public sewer easement width:

- The sewer easement width shall be 15 feet where the public sewer is less than 12 inches in diameter and the depth is 9 feet or less.
- The sewer easement width shall be 20 feet where the public sewer is 12 inches and larger in diameter or the depth is greater than 9 feet.
- If new public sewers are being installed across properties where existing improvements will remain in place adjacent to the new public sewers, sewer easement width may be reduced at the discretion of the District but in no case can the width be less than 10 feet.

In addition, all-weather access for the District's maintenance vehicles to all manholes and rodding inlets in off-street locations is required. All-weather access typically consists of a 10-foot wide cross section with a surface course of turf-block, 2 inches of asphalt concrete, or other equivalent all-weather surface acceptable to the District, over 6 inches of aggregate base. The use of sanitary sewer easement surfaces shall be limited to paving, shrubbery, gardens, and other landscaping, excluding trees. Parallel surface drainage ways and permanent structures including, but not limited to, buildings, swimming pools, decks, and retaining walls are not permitted within the easement area.

2. SOURCE CONTROL REQUIREMENTS

- 2.1 The District has a Source Control Program designed to assure that materials potentially harmful to District employees, collection and treatment facilities and processes, as well as receiving waters are not discharged to District sewers. Specific source control requirements are normally not applicable to domestic wastewater from residential, office, or church sources. However, materials such as gasoline, oil, sand, paint, pesticide residues, or other toxic substances are prohibited from being introduced into the District's sewer system.
- 2.2 The District may require installation of grease removal devices prior to approval of sewer service to projects which include a kitchen that may generate enough grease to cause a public sewer to plug. Project plans must be reviewed by the District for a determination of the specific grease removal requirements which will apply.

- 2.3 Developers who propose projects that include commercial business activity should be aware that the District's Source Control Ordinance is applicable to potential commercial tenants. Future project and tenant improvement plans that include commercial business activity must be reviewed by the District to determine the specific source control requirements which will apply.

3. SEWER CAPACITY

When development plans have adequate detail to define sewer area and the number of dwelling units that will connect to the existing sewer system, the District will initiate a capacity study to determine the impact on the existing sewer system and the equalization storage that may be required.

District facilities do not have adequate flow carrying capacity under the District's current design criteria for ultimate conditions. Improvements to correct the deficiencies are included in the District's Capital Improvement Plan. Improvements to District's existing facilities that are required as a result of new development will be funded from applicable District fees and charges. The developer will be required to pay these fees and charges at the time of connection to the sewer system.

4. PRIVATE SEWERS

The proposed project will include side sewers. A side sewer is defined as a private sewer which is owned and maintained by the property owner and which connects the plumbing system of the building to the main sewer. The side sewer begins at the point of connection to the building plumbing system 2 feet outside the foundation line or building wall and terminates at the point of connection to the main sewer. District policy requires that the developer be responsible for installation of the side sewer according to the District's Standard Specifications and the property owner be responsible for operation and maintenance of the side sewer.

5. HILLSIDE AND CREEK AREA POLICIES

The District has a Hillside and Creek Area Sewer Policy which addresses the design and installation of sewers in hillsides or unstable areas. The requirements of this policy must be followed when construction plans are prepared. The District will provide the engineer with a copy of the policy during the permit process.

6. TREATMENT PLANT CAPACITY

The District's current discharge permit allows an average dry-weather flow rate of 45 million gallons per day (mgd) based on a secondary level of treatment. The actual average dry-weather flow rate is 33.6 mgd based upon the past three years' data. The 45 mgd treatment plant capacity should be adequate until the 1997-

2000 year time frame based upon historical connection rates to the District's collection system. However, unforeseen circumstances in the Treatment Plant Expansion Program or requirements imposed by state, federal, or regional authorities could affect the availability of sewer connections at any time.

The District must review and approve any construction plans involving work on the public sewer system. The District's Permit Section will receive and process the construction plans.

PO/LEAVITT/ATTACH A

This could include temporary fire stations, as specified in General Plan Policy 7-78, if required by SRVFPD. SRVFPD and the Community Development Department would be responsible for implementing, monitoring and making appropriate changes to assure standards are met and upgraded.

The mitigation measure shall be expanded to indicate where the two new fire/paramedic facilities will be located, when the land for the facilities will be offered in dedication by the project applicants to the SRVFPD, and what the financing and cost distribution plan will be to assure construction and equipping of the facilities, when construction of the facility will commence and when the facility will be required to be completed and operational.

As it reads now, Section 5.19 states:

SRVFPD should review all plans for development of the planning area (e.g. preliminary, final and neighborhood development plans and subdivision maps.) SRVFPD should recommend the incorporation of fire breaks, fire buffers, fire roads, noncombustible roofing, sprinklers, and other measures where feasible and necessary to reduce fire hazards into the plan designs. The Community Development Department should condition the approval of the plans on the incorporation of these recommendations. If the department determines these recommendations to be infeasible, it should obtain a feasible alternative from SRVFPD to be incorporated into the development.

This should be changed to read:

SRVFPD shall review all plans for development of the planning area (e.g. preliminary, final and neighborhood development plans and subdivision maps.) SRVFPD shall recommend the incorporation of fire breaks, fire buffers, fire roads, noncombustible roofing, sprinklers and other measures necessary to reduce fire and emergency medical hazards into the plan designs. The Community Development Department shall condition the approval of the plans on the incorporation of these recommendations. If the department determines recommendations to be infeasible, it shall obtain an approved alternative from SRVFPD to be incorporated into the development plan.

The SRVFPD has a vested interest in assuring that the codes, interests and philosophies applicable to and adopted by the District are met and maintained. SRVFPD and the Community Development Department will be responsible for implementing, monitoring and making appropriate changes over the course of the development to assure standards are met and upgraded as necessary.

The next paragraph that should be changed reads:

Implementation of mitigation measures 5.17 and 5.18 would reduce this impact to a less-than-significant level because additional fire stations and equipment would be provided to meet County Public services performance standards.

We request it be changed to read:

Full implementation of mitigation measures 5.17 and 5.18 would reduce this impact to a less-than-significant level because additional fire stations and equipment would be provided to meet SRVFPD and County Public services performance standards. However, since any new fire/paramedic facility will take an extended time to construct, the mitigation measures shall also address the method to enhance fire service at existing facilities for an interim period.

In the spirit of efficient utilization of available properties, co-sharing of police/fire facilities is highly encouraged by this agency. Continuation of police service levels to the standards of the surrounding communities is absolutely necessary.

Without a strong and unified police, fire and emergency medical presence, an efficient emergency system cannot be maintained to the standards set forth in the General Plan and surrounding communities.

The final section that the District would like to be addressed is the need for additional firefighters on Page 5-50. The paragraph states "Implementation of the project would increase the need for additional firefighters to staff equipment described above. The impact is considered less than significant because SRVFPD expects to obtain sufficient revenue to staff its fire stations from County Property Taxes revenue sources.

Under Mitigation Measures it states:

"No mitigation is required because this impact is considered less than significant."

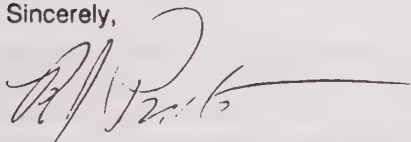
At the time of the printing of the Draft EIR, this was a correct statement. However, with the recent budget difficulties the state has been experiencing, and the uncertainty with regards to Special Districts and AB8 legislation, we feel compelled to have the EIR changed.

We want the EIR to reflect the following mitigation:

If the current taxation formula (AB8) is modified to negatively impact the District during the build-out period of the project, then prior to recordation of the subsequent final maps for the project, a funding mechanism satisfactory to the SRVFPD shall be established and implemented to cover any shortfall in fire/emergency medical monies necessary to provide services set forth by the standards in the General Plan.

Thank you for the opportunity to review and comment on this Draft Environmental Impact Report. We feel that the recommendations here are in the best interests to the future citizens of the Dougherty Valley and the surrounding communities. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,



Richard J. Probert
Assistant Chief
Operations

ATTACHMENT "A"

7. Public Facilities/Services Element

Figure 7-6 illustrates the generalized locations of existing fire stations to be retained, existing fire stations proposed for relocation, and locations of new fire stations.

FIRE PROTECTION GOALS

- 7-Y To ensure a high standard of fire protection, emergency, and medical response services for all citizens and properties throughout Contra Costa County.
- 7-Z To reduce the severity of structural fires and minimize overall fire loss.
- 7-AA To incorporate requirements for fire-safe construction into the land use planning and approval process.
- 7-AB To minimize the cost of fire protection services through utilization of modern fire protection practices and technologies.
- 7-AC To locate and design new fire stations in a manner compatible with surrounding development.
- 7-AD To provide special fire protection for high-risk land uses and structures.

FIRE PROTECTION POLICIES

- 7-63. The County shall strive to reach a maximum running time of three minutes and/or 1.5 miles from the first-due station, and a minimum of 3 firefighters to be maintained in all central business district (CBD), urban and suburban areas. (These areas are defined in Section 4).
- 7-64. The County shall strive to achieve a total response time (dispatch plus running and set-up time) of five minutes in CBD, urban and suburban areas for 90 percent of all emergency responses.
- 7-65. New development shall pay its fair share of costs for new fire protection facilities and services.
- 7-66. Needed upgrades to fire facilities and equipment shall be identified as part of project environmental review and area planning activities, in order to reduce fire risk and improve emergency response in the County.
- 7-67. Sprinkler systems may be required in new residential structures, where necessary to protect health, safety and welfare.

7. Public Facilities/Services Element

7. Public Facilities/Services Element

- 7-68. Consolidation of fire fighting agencies shall be considered where such reorganization will present the opportunity for enhanced level of service and/or lowered costs.
- 7-69. Factors such as response times and distance, call volume and type, population, fire flow requirements, land use, development density and valuation, and access shall be considered when evaluating proposed station locations.
- 7-70. The factors identified in the policy above shall also be used when considering conversion from volunteer to part-paid to full-paid service.
- 7-71. The effectiveness of existing and proposed fire protection facilities shall be maximized by incorporating analysis of optimum fire and emergency service access into circulation system design.
- 7-72. A set of special fire protection and prevention requirements shall be developed for inclusion in development standards applied to hillside, open space, and rural area development.
- 7-73. Special fire protection measures shall be required in high risk uses (e.g. mid-rise and high-rise buildings, and those developments in which hazardous materials are used and/or stored) as conditions of approval or else be available by the district prior to approval.
- 7-74. Firefighting equipment access shall be provided to open space areas in accordance with the Fire Protection Code and to all future development in accordance with Fire Access Standards.
- 7-75. All new traffic signals shall be equipped with preemptive devices for emergency response services. Existing traffic signals significantly impacted by new development shall be retrofitted with preemptive devices.
- 7-76. Fire stations and facilities shall be considered consistent with all land use designations used in the General Plan and all zoning districts.
- 7-77. The architectural design and landscaping of new fire stations shall be complementary with surrounding land uses.
- 7-78. Fire stations shall be located and designed so as to minimize operating costs and maximize service standards in the area they serve.
- 7-79. Interim fire protection provisions using temporary and relocatable stations shall be considered to meet immediate, existing service needs until such time as permanent stations can be established.
- 7-80. Local fire agencies shall be encouraged to identify and monitor uses involving the handling and storage of hazardous materials.

- 7-81. Wildland fire prevention activities and programs such as controlled burning, fuel removal, establishment of fire roads, fuel breaks and water supply, shall be encouraged to reduce wildland fire hazards.
- 7-82. All structures located in Hazardous Fire Areas, as defined in the Uniform Fire Code, shall be constructed with fire-resistant exterior materials, such as fire safe roofing, and their surroundings are to be irrigated and landscaped with fire-resistant plants, consistent with drought resistance and water conservation policies.
- 7-83. Recommendations for fire district annexations, consolidations, and other service management programs shall be considered and incorporated when capital facilities funding proposals are formulated.
- 7-84. The potential cost savings of inter-agency sharing of support services and facilities, including training, dispatch, or administrative facilities shall be considered prior to funding capital improvements for fire protection.
- 7-85. The cost effectiveness of new fire protection facility alternatives shall be considered, and the most cost-effective alternative shall be selected prior to implementation of any financing mechanism.
- 7-86. A long-term solution to financing ongoing fire protection, emergency, and medical response services shall be developed.
- 7-87. The five-year plans of the fire agencies should be updated to be consistent with the County General Plan. The fee ordinances should also be amended and fees increased as required to meet new capital requirements.

FIRE PROTECTION IMPLEMENTATION MEASURES

Development Review Process

- 7-at. In considering subdivision map approval, evaluate whether the project would violate the standards expressed in the Growth Management Element, in order to appropriately condition or deny such approval.
- 7-au. The Community Development Department shall include fire agency code requirements requested by the districts as advisory notes to the applicant within proposed conditions of project approval when the Planning Agency is considering subdivisions, development plans, use permits and other entitlement requests.
- 7-av. Fire protection agencies shall be afforded the opportunity to review projects and submit conditions of approval for consideration to determine whether:
- there is an adequate water supply for firefighting

- o Fire

VI. Ventilation

- o Hazardous gas monitoring equipment (H₂S, LEL, O₂ def.) for all confined spaces
- o Separate wet well and occupied space ventilation systems
- o Minimum air changes per hour:
 - a. Wet wells with access: 30
 - b. Other occupied spaces: 15

VII. Odor and Noise Control

- o Odor levels at the site boundary shall be a maximum of 4 dilutions to threshold
- o Noise levels at the site boundary shall be less than ambient

VIII. Forcemains

- o Redundant forcemains for critical watershed areas such as EBMUD reservoir watersheds
- o Cathodic protection
- o Minimum velocity of three feet per second achieved at daily peak flow rate
- o Sulfide control system
- o Connection between pumping station and forcemain shall permit displacement in any direction.

IX. Flow Equalization

- o Storage basin (off-line) volume: ultimate 20-year sewer flow event hydrograph volume under the total flow hydrograph curve at peak flow rate for a time period spanning six hours beginning three hours before the peak flow rate is achieved

X. Safety

- o Hoisting capability of all major equipment

- o Eyewash/shower facilities

- o Chemical spill containment

- o hazardous gas detection (refer to V and VI)

- o Fuel storage to NFPA standards

- o Air gap potable water supply

JRC/ls

PD/LEAVITT/ATTACH.B

- 23-1 This comment identifies an error on page 5-1 of the EIR. This error is hereby corrected as noted in the comment letter and as shown in the Errata.
- 23-2 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata. This information is not considered to result in any new significant impacts.
- 23-3 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 23-4 Refer to response to Comments 18-2 and 19-5.
- 23-5 Comment noted.

TRI-VALLEY TRANSPORTATION COUNCIL

Traffic Engineering
P. O. Box 520 - 200 Old Bernal Avenue
Pleasanton, CA 94566
(510) 484-8041

July 30, 1992

Mr. James W. Cutler
Assistant Director - Comprehensive Planning
Contra Costa County Community Development Department
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553-0095

Re: Dougherty Valley General Plan Amendment, Specific Plan and
Implementing Project Entitlements, County File #2-91-SR
Comments submitted by the Tri-Valley Transportation Council

The Tri-Valley Transportation Council was formed in 1991 to coordinate transportation planning within the Tri-Valley area, including Alameda County, Contra Costa County, the Town of Danville, and the Cities of Dublin, Livermore, Pleasanton and San Ramon. The Joint Powers Agreement signed by these agencies specifies that the Tri-Valley Transportation Council (TVTC) "shall review and provide comments regarding any proposed new freeway, expressway, arterial, transit project or major intersection of regional importance or subregional importance to be located in the Tri-Valley." The TVTC is also responsible for preparing the Tri-Valley Transportation Plan/Action Plan for Routes of Regional Significance.

The following comments on the above-referenced project, developed at TVTC meetings on July 15, 1992 and July 22, 1992 are submitted for your consideration. We look forward to thorough responses to these comments as part of the final EIR.

- (1) The DEIR should acknowledge that baseline and modified Year 2000, Year 2010, and buildout traffic forecasts from the Tri-Valley Transportation Model will be available during the EIR review and certification process. These Tri-Valley Transportation Model results should be incorporated into the review and certification process of the DEIR.
- (2) The DEIR lacks a financing plan for transportation improvements assumed in the future roadway network, including planned improvements within the Dougherty Valley and mitigation measures off-site. Each transportation-related improvement and mitigation measure should include:
 - (a) A phasing plan, specifying when the improvement or mitigation measure will be constructed
 - (b) Preliminary cost estimates for transportation mitigation measures
 - (c) A financing plan, specifying who will pay and how much

Mr. James W. Cutler
July 30, 1992
Page 2

- (3) The DEIR lacks a mitigation monitoring program for impacts associated with the project. The DEIR should include a monitoring program that specifies who will be responsible for monitoring impacted roadway infrastructure, what types of monitoring will be conducted, how often the monitoring will take place, and how the results will be reported. The relationship of this mitigation monitoring program to monitoring conducted by individual jurisdictions or Congestion Management Agencies should be specified.
- (4) The DEIR presents "mitigated" intersection results that will not result in acceptable traffic operations. Mitigation measures should be based upon generally accepted traffic engineering principles, including limitations on left-turn storage. Mitigation measures that include unrealistic assumptions regarding left turn storage, right-of-way or other issues should be modified prior to certification of the EIR.
- (5) Affected jurisdictions have not been consulted on mitigation measures within their jurisdictions, yet these mitigation measures are presented in the DEIR. Mitigation measures should be reviewed and approved by the impacted jurisdiction before the EIR is certified.
- (6) The DEIR contains numerous instances where future intersection volumes are lower than 1990 volumes. This is implausible based on the massive growth implied in the land use forecasts. Intersection volume forecasts for the Year 2000, Year 2010, and cumulative land use scenarios must be greater than or equal to existing intersection volume counts unless network improvements justify other conclusions. The EIR should revise these intersection forecasts and modify mitigation measures as necessary prior to certification.
- (7) The DEIR fails to adequately examine peak hour conditions on arterial streets. Since the DEIR omits a number of key intersections on arterial streets, long stretches of roadway are not examined during the peak hour. Peak hour analysis of arterial roadway segments should be included in the DEIR.
- (8) The DEIR fails to consider impacts of peak hour freeway overloads on parallel arterial roadways. The DEIR should include an analysis of the portion of freeway overload traffic that will utilize parallel surface streets, and document the impacts and mitigation measures associated with this diversion.
- (9) Due to the assumptions about future job growth in the Tri-Valley and trip lengths by Dougherty Valley workers, the DEIR portrays a "best case" analysis of 2010 and cumulative transportation impacts. In order to provide a more conservative portrait of potential future traffic impacts, the DEIR should include an analysis of future traffic conditions based upon 11,000 dwelling units in the Dougherty Valley but fewer job opportunities in San Ramon, Dublin and Pleasanton.

Mr. James W. Cutler
July 30, 1992
Page 3

- | | | |
|------|--|----|
| (10) | The DEIR does not assess the project's impacts on the ability of adjacent jurisdictions to achieve compliance with Congestion Management Plans for Alameda and Contra Costa Counties. Impacts on CMP routes should be explicitly evaluated. Inability to meet CMP standards will jeopardize local gas tax subventions. | 10 |
| (11) | Figure 6-7 of the DEIR shows approximately 72,000 total daily trips entering and leaving the Dougherty Valley planning area ("external" trips), in the year 2010. This appears inconsistent with estimated project trip generation, and the assumption that 30 percent of project trips occur within the Dougherty Valley (168,000 total project trips minus 51,000 "internal" trips equals 117,000 "external" trips). Similar problems are noted for the buildout scenario. | 11 |
| (12) | The DEIR should be revised to note that the I-580/I-680 interchange improvement project and the I-680 auxiliary lane project are not fully funded. The DEIR should list all assumed network improvements, specifying which are fully funded and which are not fully funded. | 12 |
| (13) | The DEIR should clearly commit the Dougherty Valley project to full participation in any adopted or approved regional traffic impact fees and/or other mitigation programs. | 13 |
| (14) | The DEIR should consider and evaluate reduced land use intensity as a regional traffic mitigation measure. | 14 |
| (15) | The DEIR omits analysis of numerous major intersections on Tri-Valley Routes of Regional Significance. The DEIR should be revised to include analysis of project impacts at all intersections which could be significantly impacted by Dougherty Valley project traffic. | 15 |

Yours truly,

TRI-VALLEY TRANSPORTATION COUNCIL



Mildred Greenberg
Chair

- 24-1 The 2000 and 2010 forecasts from the TVM were not adopted for use by the Tri-Valley Transportation Council Technical Advisory Committee until after the closing of the Draft EIR comment period. No projections were prepared for buildout of the region using the TVM. The key issue raised by this comment is that there may be possible differences between forecasts made by the TVM as compared to the DVM. As a result, a comparison between the DVM and the preliminary TVM results was made to allow any major differences to surface using identical land use inputs. A detailed screenline analysis was prepared for 2010 traffic assignments in the Tri-Valley, and it was found that generally the screenline volumes compared well, although there were several major deviations. As discussed in response to Comment 12-2, it was concluded that an adjustment was needed in the DVM to use the external trip tables from the TVM, which effectively imported work trips from outside the Bay Area. In the Tri-Valley, the influence of work trips imported from the San Joaquin Valley significantly affected freeway volumes. Second, major facilities on the roadway network that showed significantly different assignments were identified for manual adjustments after the raw forecasts. See also response to Comment 12-2.
- 24-2 Preparation of a financial plan is an important part of developing the project phasing plans. It should be noted that the Specific Plan has a growth management element. Further details regarding the provision of public infrastructure will be finalized prior to approval of the final development plans. Refer to response to Comments 5-7 and 7-17.
- 24-3 Comment noted. A mitigation monitoring program will be developed prior to approval of the project as required by CEQA.
- 24-4 The comment loosely relates to the previously recommended mitigations at Camino Tassajara and Crow Canyon Road (three westbound left-turn lanes) and at Camino Tassajara and Diablo Road (widening Diablo Road between Camino Tassajara and I-680). Both recommendations have been changed in the revised Chapter 6 (Errata - Attachment 2). The existing two left-turn lanes on the westbound Camino Tassajara approach to Crow Canyon Road were found to be adequate, although additional channelization was recommended for other legs at this intersection. Refer to response to Comment 7-107 for more details on the Camino Tassajara Road at Diablo Road intersection.
- 24-5 Comment noted.
- 24-6 Refer to response to Comment 7-105.
- 24-7 Refer to response to Comments 6-2 and 7-105.
- 24-8 Refer to response to Comment 7-103.
- 24-9 Refer to response to Comment 8-17. The future year traffic projections are based on housing and employment data developed by the CCTA for its Land Use Information System, which was originally derived from *ABAG Projections*

90 forecasts. The data are consistent with the transportation planning guidelines outlined by the CCTA Growth Management Program, and they will be used by the Tri-Valley Transportation Council for developing the Tri-Valley Action Plan, as well as the other three subregional transportation committees. It would be outside of these established guidelines to develop different socio-economic data for the Tri-Valley, which constrains local employment growth for a 20-year projection based on a recessed economic period over the past 2 years.

24-10 Refer to response to Comments 2-1, 6-19, and 28-4.

24-11 Refer to response to Comment 14-4.

24-12 Refer to response to Comment 8-16 regarding the I-580/I-680 interchange funding and construction schedule. Refer to response to Comment 7-95 regarding assumed future roadway improvements and funding.

24-13 As specified on page 6-39 of the Draft EIR as Mitigation Measure 6.3e:

the County shall require the developer to participate in a regional transportation mitigation program as determined through Measure C (1988). The amount of any regional transportation fee or assessment will be calculated by using the rate in effect at the time of issuance of a building permit or certificate of occupancy of this project or as otherwise determined by the agency with legal authority to set such fees.

Refer also to response to Comment 37-81.

24-14 Alternatives to the project considered reduced land use intensities but were rejected in favor of the project. Any evaluation of reduced land use intensity as a regional traffic mitigation measure is recommended to be accomplished as part of the Tri-Valley Transportation Plan as indicated in Mitigation Measure 6.3 in the Draft EIR (renumbered as Mitigation Measure 6.5 in revised Chapter 6 in the Errata - Attachment 2).

24-15 All of the major intersections requested by cities within the Tri-Valley have been included in the revised traffic analysis. In all, 18 additional study intersections were added for a total of 49 study locations.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

August 3, 1992

Mr. James Cutler
Assistant Director, Comprehensive Planning
CCC Community Development Department
651 Pine Street, 4th Floor, North Wing
Martinez, California 94553-0095

Subject: Dougherty Valley General Plan Amendment, Specific Plan and Related Actions -
Draft EIR

Dear Mr. Cutler,

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the Dougherty Valley General Plan Amendment, Specific Plan and Related Actions. Although the project is located in Contra Costa County, many of the impacts will actually occur within Alameda County. The subject General Plan Amendment and Specific Plan should address all potential impacts of the project on the Alameda County Congestion Management Program (CMP) designated roadway system and/or other aspects of the CMP (e.g. transit service standards). Particular attention should be paid to the level of service standards in the Alameda County CMP.

The Tri-Valley Transportation Council has submitted comments (attached) on this project. We agree with these comments.

In addition, discussion of the relationship of the subject plan to the Alameda Countywide Transportation Plan (ACWTP) should be included. The ACWTP, now in development, is Alameda County's long range (20 year planning horizon) transportation policy document.

If you have any questions about this, please call me at (510) 785-2710.

Sincerely,

Dennis R. Fay

Dennis R. Fay
Executive Director

DRF/mvp

cc: Mark Spencer

File: CMA Env. Review Opinions
24301 SOUTHLAND DRIVE, SUITE 200, HAYWARD, CALIFORNIA 94545-1541
PHONE (510)785-2710 • FAX (510)785-4861

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PLANNING DEPT

TRI-VALLEY TRANSPORTATION COUNCIL

Traffic Engineering
P. O. Box 520 - 200 Old Bernal Avenue
Pittsburg, CA 94566
(510) 484-8041

July 30, 1992

Mr. James W. Cutler
Assistant Director - Comprehensive Planning
Contra Costa County Community Development Department
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553-0095

Re: Dougherty Valley General Plan Amendment, Specific Plan and
Implementing Project Entitlements, County File #2-91-SR
Comments submitted by the Tri-Valley Transportation Council

The Tri-Valley Transportation Council was formed in 1991 to coordinate transportation planning within the Tri-Valley area, including Alameda County, Contra Costa County, the Town of Danville, and the Cities of Dublin, Livermore, Pleasanton and San Ramon. The Joint Powers Agreement signed by these agencies specifies that the Tri-Valley Transportation Council (TVTC) "shall review and provide comments regarding any proposed new freeway, expressway, arterial, transit project or major intersection of regional importance or subregional importance to be located in the Tri-Valley." The TVTC is also responsible for preparing the Tri-Valley Transportation Plan/Action Plan for Routes of Regional Significance.

The following comments on the above-referenced project, developed at TVTC meetings on July 15, 1992 and July 22, 1992 are submitted for your consideration. We look forward to thorough responses to these comments as part of the final EIR.

(1) The DEIR should acknowledge that baseline and modified Year 2000, Year 2010, and buildout traffic forecasts from the Tri-Valley Transportation Model will be available during the EIR review and certification process. These Tri-Valley Transportation Model results should be incorporated into the review and certification process of the DEIR.

(2) The DEIR lacks a financing plan for transportation improvements assumed in the future roadway network, including planned improvements within the Dougherty Valley and mitigation measures off-site. Each transportation-related improvement and mitigation measure should include:

- (a) A phasing plan, specifying when the improvement or mitigation measure will be constructed
- (b) Preliminary cost estimates for transportation mitigation measures
- (c) A financing plan, specifying who will pay and how much

Melissa Greenberg,
Councilmember
Berkeley, CA
(877-3221)

Ben Turner,
Vice Mayor
Pittsburg, CA
(916) 671-3149
(916) 644-6436

Ed Campbell,
Supervisor
Alameda County
(916) 277-2871
(916) 284-7048

Paul Moffatt,
Councilmember
Dublin, CA
(916) 628-1111
(800) 428-8026

Mary Lee Oliver,
Mayor
San Ramon, CA
(925) 268-2628

Tom Reiter,
Councilmember
Livermore, CA
(916) 423-1448
(916) 443-2226

Robert Schroeder,
Supervisor
Contra Costa County
(916) 228-4462
(916) 424-4770

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LETTER NO. 25

Mr. James W. Cutler
July 30, 1992
Page 2

- (3) The DEIR lacks a mitigation monitoring program for impacts associated with the project. The DEIR should include a monitoring program that specifies who will be responsible for monitoring impacted roadway infrastructure, what types of monitoring will be conducted, how often the monitoring will take place, and how the results will be reported. The relationship of this mitigation monitoring program to monitoring conducted by individual jurisdictions or Congestion Management Agencies should be specified.
- (4) The DEIR presents "mitigated" intersection results that will not result in acceptable traffic operations. Mitigation measures should be based upon generally accepted traffic engineering principles, including limitations on left-turn storage. Mitigation measures that include unrealistic assumptions regarding left turn storage, right-of-way or other issues should be modified prior to certification of the EIR.
- (5) Affected jurisdictions have not been consulted on mitigation measures within their jurisdictions, yet these mitigation measures are presented in the DEIR. Mitigation measures should be reviewed and approved by the impacted jurisdiction before the EIR is certified.
- (6) The DEIR contains numerous instances where future intersection volumes are lower than 1990 volumes. This is implausible based on the massive growth implied in the land use forecasts. Intersection volume forecasts for the Year 2000, Year 2010, and cumulative land use scenarios must be greater than or equal to existing intersection volume counts unless network improvements justify other conclusions. The EIR should revise these intersection forecasts and modify mitigation measures as necessary prior to certification.
- (7) The DEIR fails to adequately examine peak hour conditions on arterial streets. Since the DEIR omits a number of key intersections on arterial streets, long stretches of roadway are not examined during the peak hour. Peak hour analysis of arterial roadway segments should be included in the DEIR.
- (8) The DEIR fails to consider impacts of peak hour freeway overloads on parallel arterial roadways. The DEIR should include an analysis of the portion of freeway overload traffic that will utilize parallel surface streets, and document the impacts and mitigation measures associated with this diversion.
- (9) Due to the assumptions about future job growth in the Tri-Valley and trip lengths by Dougherty Valley workers, the DEIR portrays a "best case" analysis of 2010 and cumulative transportation impacts. In order to provide a more conservative portrait of potential future traffic impacts, the DEIR should include an analysis of future traffic conditions based upon 11,000 dwelling units in the Dougherty Valley but fewer job opportunities in San Ramon, Dublin and Pleasanton.

Mr. James W. Cutler
July 30, 1992
Page 3

- (10) The DEIR does not assess the project's impacts on the ability of adjacent jurisdictions to achieve compliance with Congestion Management Plans for Alameda and Contra Costa Counties. Impacts on CMP routes should be explicitly evaluated. Inability to meet CMP standards will jeopardize local gas tax subventions.
- (11) Figure 6-7 of the DEIR shows approximately 72,000 total daily trips entering and leaving the Dougherty Valley planning area ("external" trips), in the year 2010. This appears inconsistent with estimated project trip generation, and the assumption that 30 percent of project trips occur within the Dougherty Valley (168,000 total project trips minus 51,000 "internal" trips equals 117,000 "external" trips). Similar problems are noted for the buildout scenario.
- (12) The DEIR should be revised to note that the I-580/I-680 interchange improvement project and the I-680 auxiliary lane project are not fully funded. The DEIR should list all assumed network improvements, specifying which are fully funded and which are not fully funded.
- (13) The DEIR should clearly commit the Dougherty Valley project to full participation in any adopted or approved regional traffic impact fees and/or other mitigation programs.
- (14) The DEIR should consider and evaluate reduced land use intensity as a regional traffic mitigation measure.
- (15) The DEIR omits analysis of numerous major intersections on Tri-Valley Routes of Regional Significance. The DEIR should be revised to include analysis of project impacts at all intersections which could be significantly impacted by Dougherty Valley project traffic.

Yours truly,

TRI-VALLEY TRANSPORTATION COUNCIL

Mildred Greenberg
Chair

DYER.MT.TVTC

- 25-1 Refer to response to Comments 2-1 and 28-4.
- 25-2 Comment noted. Refer to response to Comment 24-2.
- 25-3 Comment noted that the Alameda Countywide Transportation Plan is being developed. When completed, this document will address the 20-year transportation plans for Alameda County. This will be an important resource document for the development of Deficiency Plans for I-580.



SWAT

Danville • Lafayette • Merced • Orinda • San Ramon & the County of Contra Costa

August 3, 1992
DEVELOPMENT DEPT

Mr. James W. Cutler
Assistant Director - Comprehensive Planning
Contra Costa County Community Development Department
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553-0095

- Re: • Draft Environmental Impact Report
• Dougherty Valley General Plan Amendment, Specific Plan and Implementing Project Entitlements, County File #2-91-SR
• Comments from the Southwest Area Transportation Committee (SWAT)

Dear Mr. Cutler:

During a special meeting on July 17, 1992 and the regular meeting of August 3, 1992 the SWAT Board reviewed the above referenced project. During the August 3rd meeting, the SWAT Board voted unanimously (4-0-0*) to approve the following comments, which focus on the Measure "C" (1988) Growth Management Program, Congestion Management, and the Action Plan process.

(1) Mitigation Measures

With the exception of Mitigation Measure 6.3, the *DEIR* focuses on additional roadway capacity as a mitigation measure for impacts of additional planned development, the project, and cumulative development.

The Measure "C" *Growth Management Program Implementation Documents* specify that a range of mitigation measures should be considered as mitigation, not just increases in roadway capacity. These other measures include: road and/or transit operational projects; transit capital projects; modifications to land use policies; and strategies that influence people's travel habits. Measure "C" also mandates that all jurisdictions participate in a cooperative, multi-jurisdictional planning process to reduce cumulative regional traffic impacts of development.

The discussion of mitigation measures should be supplemented by an investigation of other potential mitigation measures in those instances where the proposed mitigation measure will be excessively costly or socially, economically, and/or environmentally disruptive to the community where the proposed mitigation measure is located. A listing of these potentially disruptive mitigation measures could be assembled by contacting the affected jurisdictions. In the context of cooperative, multi-jurisdictional planning, it is incumbent upon Contra Costa County to discuss proposed mitigation measures with local jurisdictions before the EIR is finalized.

(2) **Roadway Segments, Project-Related Impacts, Daily Traffic Roadway Segment Analysis**
Measure "C" mandates that new growth must pay its share of the costs associated with that growth. The *DEIR* does not include any analysis of peak hour impacts upon arterial roadway segments, so it is possible that project impacts on arterial streets have not been identified and consequently will not be included on a list of mitigation measures to be funded by the project.

* Supervisor Schroder and Councilmember Wehm were not present

(3) Peak-Hour Freeway Mainline Analysis

Measure C mandates that new growth must pay its share of the costs associated with that growth. The *DEIR* does not include any analysis of freeway overload impacts on parallel roadway segments and related intersections, so it is possible that project impacts on parallel streets have not been identified and consequently will not be included on a list of mitigation measures to be funded by the project.

(4) Intersection Analysis

The EIR documents peak hour intersection impacts and mitigation measures. A review of the forecasted peak-hour traffic volumes in Appendix D, which is the technical basis for the intersection analysis, indicates that this entire section may require modification.

A comparison of 1990 turning movements with 2010 and cumulative turning movements indicates numerous instances where the future volumes are anticipated to be lower than existing volumes. Apparently, the intersection impacts and mitigation measures in the *DEIR* were based on "raw" forecasted peak-hour traffic volumes. This is technically deficient and inconsistent with the Contra Costa Transportation Authority Growth Management Program *Technical Procedures* (January, 1991). The *Technical Procedures* state that "To obtain reasonable intersection turning movements from the model, adjustment of the raw model output will be required." The document also specifies a method to adjust the volumes. The entire intersection analysis of impacts and mitigation measures should be revised to be consistent with the *Technical Procedures* issued by the Contra Costa Transportation Authority.

In addition, the *DEIR* omits analysis of numerous major intersections on routes of Regional Significance. The *DEIR* should be revised to include analysis of project impacts at all intersections which could be significantly impacted by Dougherty Valley project traffic.

(5) Intersection Mitigation Measures

Measure "C" mandates that all jurisdictions participate in a cooperative, multi-jurisdictional planning process to reduce cumulative regional traffic impacts of development. Danville and San Ramon have not been consulted on mitigation measures within their jurisdictions, yet these mitigation measures are presented in the *DEIR*. Mitigation measures should be reviewed and approved by the impacted jurisdiction before the EIR is certified. This review and approval should include both Basic Routes and Regional Routes. The Town of Danville and the City of San Ramon have no intention of adopting Traffic Service Objectives for Regional Routes that imply unacceptable intersection operations due to the proposed project and other cumulative development outside Danville and San Ramon.

(6) Action Plans

The *DEIR* should acknowledge that baseline and modified Year 2000, Year 2010, and buildout traffic forecasts from the Tri-Valley Transportation Model will be available during the EIR review and certification process. These Tri-Valley Transportation Model results should be incorporated into the review and certification process of the *DEIR*. The *DEIR* should explain how any discrepancies between the findings of the Tri-Valley Transportation Model with the Dougherty Valley Model will be resolved prior to certification of the EIR. This is critical, since the Tri-Valley Transportation Model, and not the Dougherty Valley Model, will provide the basis for the Action Plans. The *DEIR* should also discuss how potential conflicts between land use and network assumptions in the Action Plans and the EIR will be resolved. Would the County, as lead agency, modify the land use or circulation plans for the Dougherty Valley, after certification of the EIR and General Plan Amendment approval, if the Action Plan conflicts with the EIR and General Plan Amendment?

(7) Financing Plan

Measure "C" mandates that new growth must pay its share of the costs associated with that growth. The *DEIR* lacks a financing plan for transportation improvements assumed in the future roadway network, including planned improvements with the Dougherty Valley and mitigation measures off-site. Each transportation-related improvement and mitigation measure should include:

- A phasing plan, specifying when the improvement or mitigation measure will be constructed
- Preliminary cost estimates for transportation mitigation measures
- A financing plan, specifying who will pay and how much

(8) Mitigation Monitoring

Measure "C" requires that all jurisdictions comply with adopted level of service standards on Basic Routes, and that jurisdictions monitor Traffic Service Objectives on Regional Routes. The *DEIR* lacks a mitigation monitoring program for impacts associated with the project. The *DEIR* should include a monitoring program that specifies who will be responsible for monitoring impacted roadway infrastructure, what types of monitoring will be conducted, how often the monitoring will take place, and how the results will be reported. The relationship of this mitigation monitoring program to monitoring conducted by individual jurisdictions or Congestion Management Agencies shall be specified.

13

(9) Worst Case Analysis

Measure "C" mandates that all jurisdictions participate in a cooperative, multi-jurisdictional planning process to reduce cumulative regional traffic impacts of development. Due to the assumptions about future job growth in the Tri-Valley and trip lengths by Dougherty Valley workers, the *DEIR* portrays a "best case" analysis of 2010 and cumulative transportation impacts. In order to provide a more conservative portrait of potential future traffic impacts, the *DEIR* should include an analysis of future traffic conditions based upon 11,000 dwelling units in the Dougherty Valley but fewer job opportunities in San Ramon, Dublin and Pleasanton.

14

(10) Congestion Management

The *DEIR* does not assess the project's impacts on the ability of Danville and San Ramon to achieve compliance with Congestion Management Plans for Contra Costa County. Impacts on CMP routes should be explicitly evaluated and mitigated. Inability to meet CMP standards will jeopardize local Gas Tax subventions.

15

(11) Regional Mitigation

Measure "C" requires that jurisdictions participate in a program of regional traffic mitigation fees, assessments or other mitigations to fund regional and subregional transportation projects. The *DEIR* should unequivocally commit the Dougherty Valley project to full participation in regional traffic impact fees and/or other mitigation programs.

16

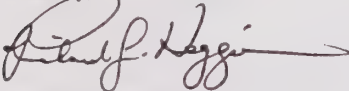
(12) Land Use

Measure "C" mandates that each jurisdiction address land use information as it relates to transportation demand, and that modifications to land use proposals be considered as a traffic impact mitigation measure. The *DEIR* should consider and evaluate reduced development as a regional traffic mitigation measure.

17

Thank you for noting these comments. If you have any questions about these comments, please contact Mr. Brian Welch, Transportation Manager, Town of Danville, at (510) 820-1080.

Sincerely,



Richard G. Heggie
SWAT Chair

cc Contra Costa County Board of Supervisors, care of County Clerk
Contra Costa County Supervisor Robert Schroder
Supervisory Candidates: Raney, Bishop, Crossley, Smith
Members, County Planning Commission
Members, San Ramon Valley Planning Commission
Contra Costa Transportation Authority Regional Transportation Planning Committees
Contra Costa Times
San Ramon Valley Times
Tri-Valley Herald

- 26-1 Comment noted. The Specific Plan contains a growth management element regarding phasing and funding issues related to Measure C performance standards. Further details regarding the provision of public services will be approved prior to the final development plans. Refer to response to Comments 5-7 and 7-17 for additional information.
- 26-2 Comment noted. Mitigation measures were formulated to attempt to reduce significant impacts onsite and offsite; however, the scale of the project and its impacts precluded, in many cases, reduction of impacts to less-than-significant levels. It is recognized that implementing many offsite mitigation measures will require consultation and coordination with a number of surrounding jurisdictions and service providers. Refer to response to Comments 2-2, 7-97, and 8-27.
- 26-3 All the major intersections requested by cities within the Tri-Valley have been included in the revised traffic analysis. In all, 18 additional study intersections were added for a total of 49 study locations. These added intersection locations extend the peak-hour analysis to important arterials that were not previously studied. Refer to response to Comment 6-17.
- 26-4 Refer to response to Comment 7-103.
- 26-5 Refer to response to Comment 7-105.
- 26-6 Refer to response to Comment 7-105.
- 26-7 Refer to response to Comment 24-15.
- 26-8 Comment noted. Refer to response to Comments 2-2, 7-97, and 8-27.
- 26-9 Refer to response to Comments 2-2 and 24-1.
- 26-10 Refer to response to Comments 2-2 and 24-1.
- 26-11 The County intends to work with all affected jurisdictions to formulate and implement the regional transportation Action Plans. Any conflicts between the assumptions of the Action Plans and the Dougherty Valley project would be resolved cooperatively with the participating jurisdictions. Refer to response to Comment 8-27.
- 26-12 Refer to response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, and 24-2.
- 26-13 Refer to response to Comment 7-113.
- 26-14 Refer to response to Comments 12-3 and 24-9.
- 26-15 Refer to response to Comments 2-1, 6-19, and 28-4.

- 26-16 Refer to response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 24-13, 26-2, 26-11, and 26-12.
- 26-17 Refer to response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 24-14, 26-2, 26-11, and 26-12.



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

August 4, 1992

ALAMEDA COUNTY
Edward R. Campbell
Loni Hancock
Greg Harper
Frank H. Ogawa

CONTRA COSTA COUNTY
Paul L. Gussner
Barbara Wright McNeish
Tuan Pham

MARIN COUNTY
Al Richmond

SAN FRANCISCO COUNTY
Paul Mathis
(Secretary)

SAN FRANCISCO COUNTY
Roberta Ashenberg
Harry G. Brim

SAN MATEO COUNTY
Anita Burke
(Chairperson)

SANTA CLARA COUNTY
Martha Cleveland
Rod Dindon
Joe Head
Denise McKenna

SOLANO COUNTY
Osby Davis

ACQUONA COUNTY
Jim Harberson
Patricia Hingosa
(Vice Chairperson)

Mr. James W. Cutler
Community Development Department
County Administration Building
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553-0095

Dear Mr. Cutler:

We have reviewed the Draft Environmental Impact Report for the Dougherty Valley General Plan Amendment, Specific Plan, and Related Actions. The EIR assesses the potential impacts to the environment from the development of approximately 6,000 acres with up to 11,000 homes and supporting commercial, office, civic, and open space land uses. The Dougherty Valley area is located east of San Ramon.

The Air Quality assessment presented in Chapter 7 of the Draft EIR finds that the project will have a significant and unavoidable impact on air quality. Consequently, the implementation of the proposed project will hamper the region's ability to achieve the air quality standards established by the State.

The State of California General Plan Guidelines promote the consistency of local general plans with regional planning efforts. In the Bay Area the regional plan with respect to air quality planning is contained in the Bay Area 1991 Clean Air Plan (CAP). The following language from the General Plan Guidelines addresses the need for consistency between general plans and regional plans:

"If regional needs are to be satisfied, federal and state standards met, and coordination achieved in the location of public facilities, local general plans must recognize the city's or county's regional role. Accordingly, general plans should include an analysis of the extent to which the general plan's policies, standards, and proposals conform to regional plans and the plans of adjoining communities."

The Final EIR should address how the General Plan Amendment conforms to regional air quality planning.

Because traffic generated by the proposed project would have a significant air quality impact, the Final EIR should also discuss how the proposed project conforms with the stated objectives of Contra Costa County's, Measure C. Measure C is meant to reduce cumulative regional traffic impacts.

Mr. James W. Cutler

page 2

August 4, 1992

The project also appears to be inconsistent with some of the goals of the Contra Costa County General Plan. The following goals promote regional air quality planning objectives:

Land Use Goal 3-E: To recognize and support existing land use densities in most communities, while encouraging higher densities in appropriate areas, such as near major transportation hubs and job centers.

Land Use Goal 3-G: To discourage development on vacant lands outside of planned urban areas which is not related to agriculture, mineral extraction, wind energy or other appropriate rural uses.

Transportation and Circulation Goal 5-I: To reduce single-occupant auto commuting.

The EIR should address consistency of the proposed project with the County General Plan, including the portions cited above.

We believe that some of the mitigations proposed in the Draft EIR -- such as bus-feeder service to BART -- are useful. However, many mitigation measures are too general and are far from sufficient for a development of this size. Benefits to be derived from the mitigations offered have not been quantified. In addition, it may be difficult to implement the mitigations mentioned, because of resource constraints and administrative obstacles. The Final EIR should quantify mitigation measures and incorporate additional ones, including those relevant from the District's Air Quality and Urban Development Guidelines for Assessing Impacts of Projects and Plans, (Guidelines) and specific Transportation Control Measures (TCMs) in the CAP. The EIR should address commitments to implementation and scheduling.

Data presented in Table 6-5 of the DEIR indicate that almost 80 percent of all prospective trips made by future residents of the Dougherty Valley area would be on-site or to nearby cities in Alameda and Contra Costa County. Many of these trips might be made by means other than the automobile if the project were carefully designed and adequate public transit with other alternatives to private motor vehicles were provided. The Final EIR should provide the modal split expected from the project design, identifying the dependence on automobiles and alternative modes of transportation. We strongly encourage the County to support adequate alternative modes of transportation to limit the project's impact to air quality.

The Final EIR should include a listing of the transit improvement requirements for the Tri-Valley Area. The County and the project sponsor should work with the Central Contra Costa Transit District and the Livermore-Amador Valley Transit Authority to identify where new transit routes will be needed and the frequency of service. We suggest that the project include bus service which follows the route of the proposed light rail system, and that the service be of equal frequency and capacity to that which would be provided by the subsequent light rail system. This would develop the route as a transit corridor.

Mr. James W. Cutler

page 3

August 4, 1992

ridor around which transit oriented development could be focussed. Please also address the level of residential and work place density required to make the light rail system feasible, and provide a determination of whether the growth associated with this project and other development in the vicinity would make this form of transit viable.

6
(cont.)

In regards to Key Assumptions for Significance Criteria in the DEIR Air Quality section, please use those thresholds presented in Table VIII-A-1 of the Guidelines.

7

The District's Guidelines contain an air quality threshold for significance which relates to growth, Test 5 on page VIII-3 of the Guidelines. This test compares growth in population and employment with ABAG projections and finds growth exceeding ABAG projections as significant. Please address this test in the Final EIR and make a determination of significance with respect to this test.

8

If there are any questions regarding our comments, please contact Joseph Steinberger, Planner, at (415) 749-3018.

Sincerely,



Milton Feldstein
Air Pollution Control Officer

MF:JES:pc

cc: BAAQMD Director Paul L. Cooper
BAAQMD Director Sunne Wright McPeak
BAAQMD Director Tom Powers

27-1 As described in response to Comment 27-8, the project's population and employment buildout projections are well within the 2005 projections made by ABAG for Contra Costa County. As a result, the project is consistent with the population and employment estimates used to prepare the BAAQMD's 1991 Clean Air Plan.

Although the general plan amendment is consistent with the 1991 Clean Air Plan using employment and population, it is inconsistent based on air quality modeling results. Adding thousands of additional vehicles to the I-580/I-680 travel corridor will worsen traffic congestion and contribute to violations of the CO standards near several congested intersections. Similarly, the project will indirectly produce thousands of pounds of ozone precursors and PM₁₀, adding to the area's air quality problems. The Draft EIR includes mitigation measures that are consistent with and implement policies in the Clean Air Act. See Mitigation Measure 6.10 in the Draft EIR (page 6-53).

27-2 A stated goal of the project is to provide for infill development. The project is located within 2 miles of Bishop Ranch and Hacienda Business Park, two major employment centers in the Tri-Valley region. Table 6-5 of revised Chapter 6 (Errata - Attachment 2) estimates that 50% of the work trips generated by the project (10,750) will be destined for Tri-Valley employment centers, which can be made without freeway access. The no-project scenarios suggest that these same trips to local employment destinations will have to be made by other workers, with many of these originating from outside the Tri-Valley region. The net effect of the project is a favorable impact on housing options and job opportunities pursuant to the Measure C-88 Growth Management Program. Mitigation Measure 6.3 (renumbered as Mitigation Measure 6.5 in revised Chapter 6) further requires that the project proponents participate in a regional transportation mitigation program pursuant to the Measure C-88 Growth Management Program. Refer to response to Comments 2-2 and 6-18.

27-3 Refer to response to Comment 27-2 for consistency with Land Use Goal 3-E.

Page 4-21 of the Draft EIR describes the project's consistency with the Urban Limit Line, which was established to preserve open space, agricultural lands, and valuable resources as discussed in Land Use Goal 3-G. All but 37 acres of proposed urban uses of the project are within the Urban Limit Line. Page 3-20 of the Draft EIR indicates that 55% of the planning area is preserved as improved and unimproved open space, with particular emphasis on preserving creek corridors and perimeter ridges (see response to Comment 5-45 and Errata 5-45).

Page 3-20 of the Draft EIR describes the right-of-way reservation through the project for a potential rail alignment that could provide a high-capacity transit connection with the East Dublin BART station, adjacent business parks, and the Village Center. Seven sites are reserved for park-and-ride lots, and a network of bikeways and pedestrian paths linking major activity centers and residential areas is planned (see page 3-20 of the Draft EIR). These features are intended

to reduce reliance on driving alone to work, which is consistent with Transportation and Circulation Goal 5-J.

- 27-4 The analysis provides a worst-case evaluation of air quality impacts. Applicable TSM measures have been listed as additional mitigation. Refer to response to Comment 37-101. Quantification of benefit for TSM measures is not considered necessary because it would have only a marginal effect on improving air quality.
- 27-5 Comment noted. The current modal split for nonautomobile uses in the Tri-Valley is less than 2% of the total travel. The planned extension of BART to East Dublin and additional bus routes to serve the study area will help to increase the mode split for home to work trips, but the overall reliance on automobile travel is expected to remain very high.
- 27-6 The planned transit service discussed on page 6-28 through 6-30 indicate proposed and possible routes for additional bus and rail service within the valley. Three alternative alignments for the rail service are shown. Dougherty Valley has made provisions in its circulation and land planning for the rail alignment that bisects the project. More detailed studies of transit services, including specific routes capacities and frequencies will likely be included in the forthcoming Tri-Valley Transportation Plan. The Contra Costa Congestion Management Program provides transit standards for rail and bus service that should be used as a resource in developing the Tri-Valley Transportation Plan.
- 27-7 Comment noted. The Draft EIR should state that the significance threshold is 550 pounds per day for CO and 150 pounds per day for NO_x, ROG, and particulate matter, as also noted in comment 40-15. Refer to Errata 40-15. This change does not, however, affect the significance analysis in the Final EIR.
- 27-8 Refer to response to Comment 7-58.



CONTRA COSTA
TRANSPORTATION AUTHORITY

CONTRA COSTA
COMMUNITY DEVELOPMENT DEPT

August 4, 1992

James W. Cutler
Contra Costa Community Development Department
651 Pine Street, North Wing - Fourth Floor
Martinez, California 94553

SUBJECT: Comments on the Draft Environmental Impact Report for the
Dougherty Valley General Plan Amendment, Specific Plan County File
#2-91-SR, SCH #91053014

Dear Mr. Cutler:

We have reviewed the subject document and herewith submit our comments on the Draft EIR:

1) Page 4-17: Relevant planning policies and regulatory factors of Contra Costa County - This section should cite the 1991 Congestion Management Program (CMP) for Contra Costa, and identify applicable level of service and transit performance standards for the regional transportation system. It should also mention that the CCTA is the designated Congestion Management Agency for Contra Costa County.

2) Page 6-23: In the discussion of Routes of Regional Significance, the text should refer to the preparation of *Action Plans for Routes of Regional Significance*, and refer to the *Tri-Valley Transportation Plan*, which will serve essentially as the Action Plan for Regional Routes located in the Contra Costa portion of the Tri-Valley. The *Tri-Valley Transportation Plan* is being jointly funded by Alameda and Contra Costa counties. It will include an outlook to the years 2000 and 2010, and will test alternative transportation and land use scenarios. Quantifiable traffic service objectives will be adopted for each regional route, and responsibilities for carrying out the actions needed to achieve the objectives will be assigned to individual jurisdictions. It is anticipated that monitoring of CMP level of service standards and preparation of Deficiency Plans will be fully integrated with the Action Plan process. While this information is mentioned in part on pages 6-33 and 6-38, it would be helpful to the reader if it were presented as overall background for

Chapter 6.

3) Page 6-33 and 6-38: While the CMP network and level of service standards for I-680 and I-580 are cited on page 6-23, the freeway level of service standards in Contra Costa are not mentioned in the discussion that follows on pages 6-33 and 6-38. This discussion should describe the applicable CMP level of service standards and cite potential locations where level of service violations may occur with or without construction of the project. Violations in level of service standards require that a Deficiency Plan be prepared. The Deficiency Plan should contain:

- 1) an analysis of the causes of the deficiency;
- 2) a list of the improvements necessary to meet the level of service standards and their estimated costs;
- 3) a list of improvements that would both measurably improve the level of service of the transportation system and significantly improve air quality, and
- 4) an action plan - with a specific implementation schedule - that includes all of Item 2 or those improvements and actions in Item 3 that can be jointly adopted by the affected jurisdiction, the Regional Committees (SWAT and TVTC), and the CCTA.

The EIR should cite the requirement that a Deficiency Plan be prepared and adopted at locations where level of service violations are projected, and identify the roles and responsibilities of the involved jurisdictions and agencies. Inability to meet CMP level of service standards could jeopardize local Proposition 111 gas tax subventions.

4) Use of the Technical Procedures and the Tri-Valley Travel Forecasting Model: The CCTA published the *Technical Procedures* manual in January 1991. This document was prepared to assist local staff and consultants in the development of Action Plans for Routes of Regional Significance and application of Level of Service standards on Basic Routes for the CCTA Growth Management Program. The *Technical Procedures* have also been adopted for evaluating level of service on CMP routes in Contra Costa. The methodology for estimating future traffic volumes and calculating level of service identified in the *Technical Procedures* should be closely adhered to in the subject EIR in order to maintain consistency with current and future planning documents. Specifically, it appears that in many cases, raw model data was used to project future traffic. The resulting traffic forecast appears to be lower than existing traffic levels. The methodology for adjusting traffic forecasts based on comparisons of existing traffic levels to the 1990 model

James W. Cutler
August 4, 1992
Page 2

3
(cont.)

LETTER NO. 28

COMMISSIONERS:

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Sunne W. McPeak
Tom Torlakson
Robert K. McCleary
Executive Director

1340 Triest Blvd
Suite 150

Walnut Creek
CA 94596

Phone
510/938-3970

FAX
510/938-3993

James W. Cutler
August 4, 1992
Page 3

validation results should be incorporated into the document. This could significantly alter the results of the traffic analysis.

7
(cont.)

The Tri-Valley Travel Forecasting Model is being jointly developed by the Contra Costa and Alameda Congestion Management Agencies (CMAs) for use in the Tri-Valley Transportation Plan. The model has been developed through close coordination and consultation with local staff. The results from the Tri-Valley model runs, which use the EMME/2 software, should be incorporated into the traffic analysis. Coupled with the *Technical Procedures* adjustment techniques, projected volumes on freeways and arterials may be considerably higher than shown in the Draft EIR. These revised forecasts should be evaluated accordingly.

8

5) Regional Transportation Mitigation Program: The CCTA is currently formulating a Regional Transportation Mitigation Program, possibly including an interim Regional Mitigation Fee that may require new development to fund projects on the regional transportation system to mitigate the impacts of traffic growth generated by that development. The EIR should identify potential projects and estimate the revenues that would be required to fund those projects. Furthermore, the EIR should cite participation in the regional mitigation program as a key mitigation measure.

9

6) Chapter 7 - Air Quality - In June 1991 the CCTA adopted policies for a Transportation Demand Management (TDM) Ordinance. In order to fulfill the growth management requirements of Measure C, all jurisdictions within Contra Costa County must adopt a TDM Ordinance consistent with the adopted policy requirements. The Ordinance will apply to all employers, development projects, and building complexes with 100 or more employees, excluding retail establishments. The TDM program must be implemented with a goal of achieving a 1.3 Average Vehicle Ridership (AVR) by 1997. The Air Quality impacts of full implementation of the Measure C TDM Program should be incorporated into the Air Quality analysis.

10

James W. Cutler
August 4, 1992
Page 4

Thank you for this opportunity to comment on the Dougherty Valley Draft EIR. We would be pleased to answer any questions your may have regarding these comments.

Sincerely,

ROBERT K. McCLEARY
Executive Director

by

Martin R. Engelman

MARTIN R. ENGELMANN, P. E.
Deputy Director, Planning

cc: Evelyn Munn, CCTA Chair
Sunne W. McPeak, PGA Chair
Tom Torlakson, CCTA
Millie Greenberg, TVTC Chair
Richard Heggie, SWAT Chair
Bill van Gelder, TVTC - TAC
Kelly Sills, SWAT - TAC
Brian Welch, Danville
John Dillon, San Ramon
File: 15.4, 1.9.1a

slr/dvc

- 28-1 This information is included in the Final EIR as requested by the commenter (see Errata).
- 28-2 Comment noted.
- 28-3 Comment noted. See discussion of the "CMP Network" in revised Chapter 6 (see Errata).
- 28-4 As mentioned briefly in revised Chapter 6 (see Errata), freeway segments projected to exceed the established LOS standards in the Congestion Management Programs in Contra Costa County (I-680 north of Alcosta Boulevard) and Alameda County (I-580 and I-680 south of Alcosta Boulevard) will require Deficiency Plans to conform the state ordinance. As noted in the comment, Deficiency Plans must be developed where forecasted traffic conditions exceed the LOS standards to maintain Proposition 111 gas tax subventions.

The forthcoming Tri-Valley Action Plan will likely confront these issues of nonconformance on the freeways in the valley since the freeway projections used in the this study are comparable to the most recent Tri-Valley Model forecasts. Also, since the freeway conditions on many segments of I-680 and I-580 have been shown to exceed capacity both in the *Dougherty Valley Traffic Study* and the *I-680 Corridor Study without the Dougherty Valley project*, it is reasonable to expect that the lead agency should be the Tri-Valley Transportation Council in developing Deficiency Plans.

Deficiency Plans will be required for segments of I-680 and I-580 projected to reach LOS F, except on I-680 southbound between Diablo Road and Bollinger Canyon Road, which is designated by the 1991 Contra Costa CCCMP as a LOS F minimum standard. The Deficiency Plans would be prepared in coordination with the County CCCMP agencies, Caltrans, the two counties, Central Contra Costa Transportation Authority, Livermore Amador Valley Transportation Authority, BART and the Bay Area Air Quality Management District. As noted in the comment, the Deficiency Plan must include the cause, necessary improvements and estimated costs to achieve the LOS standard, and an action plan that identifies implementation schedules and funding sources.

- 28-5 Refer to response to Comment 28-4.
- 28-6 Refer to response to Comment 7-105.
- 28-7 Refer to response to Comment 7-105.
- 28-8 Refer to response to Comment 24-1.
- 28-9 Refer to response to Comments 8-27 and 24-13.
- 28-10 Comment noted.



CONTRA COSTA
TRANSPORTATION AUTHORITY

52 JUL 17 PM 3:12

COMMUNITY DEVELOPMENT DEPT

COMMISSIONERS:

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Robert K. McCleary
Executive Director

July 16, 1992

Mr. James W. Cutler
Contra Costa County Community Development Department
651 Pine Street, North Wing - Fourth Floor
Martinez, California 94553

SUBJECT: Draft Environmental Impact Report - Dougherty Valley General
Plan Amendment

REFERENCE: County File #2-91-SR; SCH #91053014

Dear Mr. Cutler:

At its July meeting, the Contra Costa Transportation Authority adopted a position supporting extension of the review period for the subject document. It was generally felt that given the scale of the project, the current 45-day review period does not allow adequate time for appropriate reviews. With this letter, we are requesting that the review period be extended to 90-days.

1

Thank you for your consideration of this request.

Sincerely,

Robert K. McCleary
ROBERT K. MCCLEARY
Executive Director

Harvey Bragdon, Contra Costa County
Evelyn Munn, CCTA Chair
Richard Heggie, SWAT Chair
Beverly Lane, Town of Danville

cc: rlb, edv

1340 Trask Blvd
Suite 150

Walnut Creek
CA 94596

Phone
510/938-3970

FAX
510/938-3993

LETTER NO. 29

29-1

Requests for review extension are addressed by the lead agency. No change to the Draft EIR is required.

CONTRA COSTA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT
255 GLACIER DRIVE, MARTINEZ, CALIFORNIA

DATE: July 23, 1992 01

TO: James Cutler, Chief Advance Planning, Community Development

FROM: Joan A. Rushton, Engineering Technician, Flood Control *JAR*

SUBJECT: Dougherty Valley DEIR - June 1992

OUR FILE: 97-101

We have reviewed the June 1992, Dougherty Valley DEIR and submit the following comments.

"Applicant shall comply with all rules, regulations and procedures of the National Pollutant Discharge Elimination System (NPDES) permit for municipal, construction and industrial activities as promulgated by the California State Water Resources Control Board or any of its Regional Water Quality Control Boards (San Francisco Bay - Region II or Central Valley - Region V)."

1

The Dougherty Valley project is located in an unincorporated area of Contra Costa County. The NPDES is required by the County and, therefore, does apply to the Dougherty Valley project.

The plans and calculations for the use of on-site detention basins as a mitigation measure for the additional stormwater runoff generated by this proposed development will need to be reviewed and approved by the District.

2

The developer should request the formation of a drainage area to serve the entire Alamo Creek Watershed.

3

If you have any questions, please call me at 313-2286.

JR:kd
C:Cut97101.17

cc: P. Harrington, Flood Control
T. Williams, Flood Control
T. Rie, Road Engineering
3101-00

- 30-1 Comment noted. Refer to response to Comment 3-1.
- 30-2 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 30-3 The EIR is amended to include this information as noted in the comment letter and as shown in the Errata. Future development of a drainage area is based on information not available at this time.

REGIONAL PARK

EAST BAY REGIONAL PARK DISTRICT

July 28, 1992

Mr. James Cutler
Community Development Department
651 Pine Street
Martinez, CA 94553

SUBJECT: DEIR FOR THE DOUGHERTY VALLEY GPA
SYCAMORE VALLEY TO TASSAJARA CREEK REGIONAL TRAIL

Dear Mr. Cutler:

The EBRPD has reviewed the subject document and offers the following comments.

The discussion of the Tassajara Creek staging area (page 5-14, paragraph 4) should be modified to indicate that this facility already exists.

The discussion about open space (page 5-59, paragraph 1) should be elaborated to identify the factors which are important to determine the feasibility of its management by the EBRPD. These factors include site configuration, buffer zones, access, public use, water sources, and funding of ongoing maintenance.

- Configuration of the open space must be such that it includes at least 200 acres of grazable grassland (not including the areas which will be excluded from grazing, e.g., alkali seeps) and which has a boundary that is fenced in a reasonably maintainable configuration.
- Buffer Zones between open space and developed areas must be sufficient to allow the owners of the developed areas to maintain within the buffer zone the fire breaks and any previously repaired landslides within them. Previously repaired landslides must not be part of the publicly owned open space. Public streets are desirable as part of a buffer zone.
- Access points to each open space must include at least one location where heavy trucks can bring cattle in and take them out. There also must be an appropriate number of access points and service roads for emergency and maintenance vehicles.
- Public use of the open space must be compatible with adjacent land uses. For example, staging areas and access points can be associated with other public and quasi-public uses including schools and neighborhood parks.



DEIR for the Dougherty Valley GPA
July 28, 1992
Page Two

- Water sources for cattle or provisions for importing domestic water supplies for cattle troughs and trailside drinking water must be assured.
- Funding mechanisms (e.g., a lighting and landscaping district) to fund ongoing maintenance must be assured. This must include funding for the oak tree plantations, the restored, enhanced, and created wetlands, and the special status wildlife species protection measures proposed as mitigation for the project within the open space areas. This point is particularly critical given the constraints on District finances resulting from State budget actions which impact heavily on the District's ability to support maintenance and operation of property.

Mitigation measure 5-27 (page 5-60) also should be augmented to include reference to these feasibility factors.

The discussion about regional trails (pages 5-60 through 5-61) correctly indicates that the plan has not identified a feasible alignment for the Sycamore Valley to Tassajara Creek Regional Trail. The District requests that mitigation measures 5-29 and 5-30 be amended to require that a feasible alignment for this trail be identified. The realigned trail should avoid disruption of alkali seeps and wetlands as discussed in the Biological Resources Section (pages 11-35 to 11-60). The discussion also should be augmented to include a specific evaluation about whether the proposed Windemere Parkway would constitute a significant physical barrier or safety hazard to the development of the planned regional trail. If so, a new mitigation measure (e.g., a pedestrian activated traffic signal, or a grade separated crossing) should be identified.

The District requests that the visual impact analysis (pages 15-11 to 15-28) be augmented with the addition of a visual graphic depicting a view from a ridge top/trail location in the northeasterly portion of the site both before and after project implementation. The District requests that it be specified in mitigation measure 15.1 as an agency which would review and comment upon the DVSP design handbook prior to its approval by the County. In this manner, the District can provide input about structure configuration, exterior colors, and exterior materials which would minimize visual impacts.

Last but not least, on Figure 5-6, the last name of the undersigned is misspelled.

The District appreciates the opportunity to review and comment on the subject document.

Very truly yours,

T. H. Lindenmeyer
Environmental Specialist

- 31-1 The recommended change is hereby included in the Final EIR. Refer to the Errata in the Final EIR.
- 31-2 The recommended change is hereby included in the Final EIR to fully disclose the considerations by the SBRPD to manage parklands. Refer to the Errata in the Final EIR.
- 31-3 This information is used to assess the impact on park services. Refer to Errata 31-2.
- 31-4 This information is used to assess the impact on park services. Refer to Errata 31-2.
- 31-5 This information is used to assess the impact on park services. Refer to Errata 31-2.
- 31-6 This information is used to assess the impact on park services. Refer to Errata 31-2.
- 31-7 This information is used to assess the impact on park services. Refer to Errata 31-2.
- 31-8 This information is used to assess the impact on park services. Refer to Errata 31-2.
- 31-9 Mitigation Measure 5.27 requires that open space areas be managed by EBRPD or another appropriate agency. Accordingly, if management by EBRPD is deemed infeasible, the project proponents would be required to locate another appropriate agency to the satisfaction of the County. The identified agencies have the jurisdiction to begin the proposed management activities; therefore, the mitigation measures are assumed feasible. No change to the Draft EIR is required.
- 31-10 The regional trail will be realigned within the project site as recommended in the comment. Refer to the Errata in the Final EIR.
- 31-11 Depending on the traffic generated on the Windemere Parkway, at-grade crossings, overcrossings, or undercrossings could be installed. Design details are best resolved at later stages of the development approval process.
- 31-12 The three photorealistic visual simulations presented in the document were prepared to help identify changes to the visual character and quality of the area from the project. Views from the northeast portion of the property will be similar to those from the north phase (Figure 15-6). View locations were selected because they represent important entry points to the project area and are not intended to fully document all visual effects of the project. Further visual analysis may be conducted in future documents. For a discussion of tiering, refer to response to Comments 5-1 and 5-2. Although additional views

would help to more fully represent project effects, those selected are adequate for the intended purpose. No changes to the Final EIR are required.

31-13 The EBRPD would be able to review design guidelines. Refer to the Errata.

31-14 Spelling corrected in the Errata. Refer to the Errata in the Final EIR.



ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

5997 PARKSIDE DRIVE • PLEASANTON, CALIFORNIA 94588 (510) 484-2600

July 30, 1992
RECEIVED
DEPT

Mr. James W. Cutler, Assistant Director
Contra Costa County Community Development Dept.
651 Pine Street
Martinez, CA 94553-0095

Subject: DEIR for Dougherty Valley GPA

Dear Mr. Cutler:

Please accept our late comments on subject DEIR.

Mitigation Measure 5.5 on pages 5-40 and 5-41 identifies DSRSD as an alternative water service provider for the proposed project. Zone 7 is the primary water supplier to DSRSD. Because the proposed project is not within the boundaries of Zone 7, any water provided from Zone 7 for use outside the Zone's area would require approval by the Zone 7 Board of Directors. The Zone's current sources of water (i.e., State Water Project, local surface water, and groundwater) are adequate to serve the needs of Dublin, Livermore, and Pleasanton for another nine to fourteen years, depending on the growth rate.

Also, please note that in the discussion of DSRSD's water supply on page 5-8, Zone 7's contract for State Water Project water calls for 32,000 acre-feet in 1990, and the contract is for 75 years commencing on November 20, 1961. The termination date of DSRSD's contract for water from Zone 7 is September 20, 1993.

Mitigation Measure 5.7 on page 5-41 specifies the maximum use of recycled water for landscape irrigation. While the use of recycled water reduces potable water use, care must be taken that existing groundwater sources are adequately protected. Zone 7 along with DSRSD and the City of Livermore sponsored a recently completed Water Recycling Study that calls for all water recycling projects affecting the Livermore-Amador Valley groundwater basin to be covered under a blanket NPDES permit from the Regional Water Quality Control Board. In order to address the salt loading from water recycling projects, a Salt Management Plan must be developed and implemented. It is very likely that any water recycling projects in the proposed project area would be included under the conditions of the blanket permit.

Mr. James W. Cutler
July 30, 1992
Page 2

Finally, in the discussion on Flooding on page 10-4, we concur that the 100-year peak runoff to Alamo Creek in Alameda County should not exceed 4,670 cfs. The FEMA maps for Alameda County and Pleasanton show some out of bank flooding due to unimproved portions of the Arroyo de la Laguna immediately downstream of the Bernal Avenue bridge. The reach of the Arroyo de la Laguna between Bernal Avenue and I-680 was improved in 1983. Also, the Mitigation Measure called to reduce erosion during construction on page 10-14 should probably be 9.7 instead of 9.4.

Thank you for the opportunity to comment on the DEIR. If you have any questions, please give me a call at your convenience.

Very truly yours,

Vincent Wong
Vincent Wong
Assistant General Manager

- 32-1 Comment noted. No changes to the Final EIR are required.
- 32-2 Comment noted. Additional information about DSRSD and Zone 7 has been incorporated into the EIR according to Comment 19-45 and as shown in the Errata.
- 32-3 Comment noted. Refer to Comments 19-12, 19-14, and 5-17.
- 32-4 Comment noted.
- 32-5 The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.

Pacific Gas and Electric Company
East Bay Region

1919 Webster Street
Oakland, CA 94612
510/874-2219
Fax 510/874-2669

Mel Bradley
Manager
Region Transmission

August 3, 1992

Mr. James Cutler
Contra Costa County Community Development Department
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553

Dear Mr. Cutler:

Enclosed are our updated comments on the Draft EIR for Dougherty Valley. Please note that these comments are limited only to the text related to electric and magnetic fields (EMF). These updated comments reflect those given to you earlier by me last July 22, but are reformatted as you requested to hopefully facilitate review on your part.

As before, pages 4-37, 4-38, and 13-1 through 13-9 were specifically reviewed. Comments and suggested additions/deletions are shown on the updated attachments.

As I stated earlier, the mitigation measures currently in the draft unduly single out transmission power lines in the area as the potential health issue. The measures inappropriately extrapolate from the inconclusive results of research to date. In the absence of any criteria or conclusive studies by which to determine the significance of potential impacts, the proposed mitigation measures are speculative. Whether potential impacts can be reduced to a level of insignificance cannot, at this time, be definitely determined.

If you or the report author(s) have any questions, please call me at (510) 874-2474 or write me at the above address. Thank you.

Sincerely,

Dave Gregory

c: Andy Surges

Enclosures

Comments on Draft EIR for Dougherty Valley

1. Page 4-37, last paragraph:

Recommendation: Strike second sentence starting with "These land uses ...". Substitute the following text:

The human health impact of power frequency (60 Hertz) electric and magnetic fields (EMF) generated by nearby transmission and distribution power lines cannot be evaluated at this time, but could be significant.

Reason: People are "unknowingly" exposed to magnetic fields from not just all power lines they may be close to, but also other sources of current flow (e.g., appliances).

2. Page 4-38, top sentence:

Recommendation: Strike whole sentence

Reason: See #1 above

3. Page 4-38 under "Mitigation Measure":

Recommendation: Strike the words "affected" and "adverse". Also, delete last sentence starting with "Implementing mitigation measures ..."

Reason: Residents and guests would be "affected" by any current source -- the implication here is affected nearby transmission lines. Also, no conclusive studies exist to prove "adverse" health effects from EMF. Also, Section 15145 of State CEQA Guideline states that "If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact." Since there are no criteria or conclusive studies by which to determine the significance of potential impacts of EMF, the proposed mitigation measures are speculative. Whether potential impacts can be reduced to a level of insignificance, cannot, at this time, be definitely determined.

4. Page 13-1, second sentence of second paragraph:

Recommendation: Strike "two tower" and replace with "sets of double-circuit".

Reason: More accurate description of facilities.

5. Page 13-1, third paragraph:

Recommendation: Strike first two sentences starting with "Electric transmission lines and ...". Replace with the following text:

Wherever there is a flow of electricity, both electric and magnetic fields exist. These fields are present not only near utility electric facilities, but also close to residential, commercial and industrial electrical sources, including electrical machines and wiring and typical home appliances.

Reason: Electric and magnetic fields do not ~~always~~ exist together. The above text more accurately describes when they do exist together and identifies what other electrical devices create EMF.

6. Page 13-1, third paragraph and Page 13-4, top paragraph (a continuation):

Recommendation: Strike "EMFs" and replace with "magnetic fields". Also, strike "transmission" and replace with "power". Also strike the word "voltage" and replace with "current (not voltage)". Also, add the phrase "as well as spacing of those conductors" after the phrase "above the ground".

Reason: Improves accuracy of statements in EIR and reinforces the fact that magnetic fields do not vary with respect to voltage -- they vary with current, how the current flows, and distance from the current source(s).

7. Page 13-4, last sentence of top paragraph:

Recommendation: Make the word "fields" singular and add the word strengths right after it. Strike the phrase "for a 230-kV transmission line (such as the line that actually crosses the planning area)" and replace with "from the center of right-of-way for various 115 kV transmission lines and different tower types and circuit configurations. The line connected with open circles and labeled Type Great Western Standard -- Crossphase, sg. cond., 628 A/phase is most representative of the existing 230 kV circuits in the Dougherty Valley area today."

Note: Acceptance of this recommendation will also require replacing the figure shown on 13-5 with the family of curves in my original attachment (see #11 below)

Reason: Replacement of the new figure (i.e., family of curves figure) is definitely more representative of existing transmission lines now crossing the Dougherty Valley area. Figure 13-3 as it stands now is not specific enough for inclusion in an EIR specifically addressing a certain area (in this case, Dougherty Valley).

8. Page 13-4, second paragraph starting with "Electromagnetic waves occur along ...":

Recommendation: Prior to this paragraph, add the following paragraph:

Intensity, or strength, is only one of several aspects of magnetic fields that science cannot yet say are either biologically important or relevant. Such aspects -- any or all of which might play a role in how magnetic fields cause harm, if they do -- also include time (chronic, long-term exposure to low, background levels versus momentary exposure spikes around higher field sources); frequency and harmonics (the relatively harmonic-free 60 Hertz fields typical of transmission power lines versus the sometimes high harmonic content of fields associated with distribution power lines and customer loads); and even the orientation of an alternating magnetic field in relation to the earth's static de geomagnetic field (which ranges between 250 milliGauss and 600 milliGauss, depending on distance from the poles). In other words, the premise that if exposure to magnetic fields may be harmful, than stronger fields logically must be of more concern than weak fields is controversial. With magnetic fields, there is a basic lack of essential information logically linking health effects with exposure dose.

Reason: Adds "more" to the fact that the issue of EMF exposure and potential link to human health is a very complex one. That is, it is not just a transmission line related issue, nor may it have anything to do with the strength of the field(s). Research, at this time, is just too inconclusive and provides no basis for developing standards or regulations -- i.e., should we focus on field strength, transients, frequency, relationships of 60 Hertz fields to other frequency fields, etc.

9. Page 13-4, second paragraph:

Recommendation: Delete the phrase "and wavelengths" from the first sentence (it's redundant). Replace the fourth sentence starting with "Although electric radiation can ..." and replace it with the following text:

Although electric fields can be blocked by insulation materials, magnetic fields are not easily shielded.

Reason: Radiation is any of a variety of form of energy propagated through space. Radiation may involve either particles (for example, alpha-rays or beta-rays) or waves (for example, X-rays, light, microwaves, or radio waves). Ionizing radiation such as x-rays carries enough energy to break chemical and electrical bonds. Non-ionizing radiation like microwaves does not. Most of the energy in the 60-Hertz fields associated with power lines, wiring, and appliances does not propagate away from them through space. Hence, it is best not to refer to these fields as radiation.

10. Page 13-4, bottom paragraph:

Recommendation: Strike second sentence beginning with "Two studies in Denver ..." Replace with the following text:

The two most widely discussed positive studies involve childhood leukemia. Both were conducted in the Denver, Colorado, area, the first by Nancy Wertheimer and Ed Leeper, the second by David Savitz and several colleagues. Both these two studies, which involve different groups of children, report an increase in the incidence of childhood leukemia in homes close to heavy duty distribution lines -- the big wires found on the tops of many large poles in the street (Granger, 1989, page 17 of the pamphlet Electric and Magnetic Fields from 60 Hertz Electric Power: What do we know about possible health risks?)

One recent key study at the University of Southern California replicated an association between childhood leukemia and an indirect measure of exposure to magnetic fields based on external power lines; however, the results found little support for an association with the actual fields measured in the study. This suggests that if an association does exist between magnetic fields and childhood leukemia, it would likely relate to field aspects that are more complex than those measured in studies to date.

Reason: The draft EIR's existing statement is factually incorrect in linking the two studies in Denver (i.e., the Wertheimer-Leeper and Savitz studies) with exposure to "above average magnetic fields". The recommended text keeps the original context and reference (i.e., Granger) intact, and presents and summarizes the findings of the studies in a more specific and factual manner.

11. Page 13-5

Recommendation: Toss this figure and replace it with the one provided that shows a family of curves and is labeled at the top "115 kV Transmission Line Magnetic Field".

Reason: See #7 above.

12. Page 13-6, third paragraph.

Recommendation: Change "milligauss" to milliGauss

Reason: spelling

13. Page 13-8

Recommendation: For the four paragraphs below the title "Impact: Exposure of New Residents to Electromagnetic Fields", strike everything except:

- a) the first sentence should remain intact; and,
- b) the third sentence should end with a period after the word "issue".

Reason: See all of the above reason in #1 through #12 above. Also, the draft EIR does not provide a definition for "prudent avoidance" (a term that may not mean the same thing to different audiences, given the uncertainty of this EMF issue and its potential link to health). And, again, we are "unknowingly" exposed to EMFs all the time, whether we're near power lines or not. Also, the currents flowing in distribution lines along Dougherty Road are substantial, and because clearance heights are relatively lower, "exposure" can be greater than from our transmission lines.

14. Page 13-8, last paragraph

Recommendation: Delete the word "precise" in the first sentence. Also, delete the very last word on the page "These".

Reason: Precise is probably a poor adjective to use here since current flows in the transmission lines will vary by time of day and season.

15. Page 13-9

Recommendation: Delete everything above the title "Impact: Potential Exposure of School-Age ...". Add the following text:

The following advisory disclosure statement should be recorded on all deeds of properties: "The subject property is located near power lines. Purchasers should be aware that there is ongoing research on the potential health effects associated with magnetic fields which exist wherever there is electric current."

In the absence of any criteria or conclusive studies by which to determine the significance of potential impacts, further analysis or mitigation would be speculative. Therefore, no further mitigation measures are recommended at this time. For these reasons, whether potential impacts can be reduced to a level of insignificance cannot be definitely determined.

Also, any standards lacking a sound basis in scientific research may produce a false sense of security. Public health would probably not be improved by regulations which, in light of contemporary knowledge, would not diminish the risk, if any, attributable to EMF. We are protected by standards only when they are grounded in scientific research. Simply having a standard will not necessarily protect anyone from harm. Just being able to say, "We abide by existing regulations," when the regulations are ineffectual, could divert attention from the true causes of illnesses with which EMF may be associated. Standards promulgated without scientific justification may produce a false sense of protection and possibly do more harm than good.

Reason: self-explanatory

16. Page 13-2

Recommendation: Delete the explanatory sentence "This graphic should be treated as a worst-case scenario for 230-kV transmission lines."

Reason: This is factually incorrect, especially in reference to the 230 kV lines crossing Dougherty Valley

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33-1 State CEQA Guidelines Section 15002 (a)(1) declares that a basic purpose of CEQA is to fully disclose the environmental effects of proposed activities. Therefore, the potential lack of full disclosure was determined as the threshold for significant adverse impacts on public health and safety during development near electric transmission lines.

The mitigation measures extrapolate from the available scientific evidence to provide prospective residents the opportunity to consider "prudent avoidance" strategies to reduce their exposure to EMFs at the time they purchase a home through disclosure statements.

For the purpose of this analysis, "prudent avoidance" is defined as the opportunity to be educated on the issue and to make choices to lessen or avoid exposure.

Furthermore, mitigation measures are occasionally recommended for less-than-significant impacts to improve a project. These mitigation measures should still be proposed beyond a determination of potential adverse health effects.

The threshold for significance remains unchanged, and the mitigation measures ensure full disclosure of EMFs.

No changes to the Final EIR are required.

33-2 Comment noted. Please refer to response to Comment 33-1. No change to the Draft EIR is required.

33-3 Comment noted. Please refer to response to Comment 33-1. No change to the Draft EIR is required.

33-4 Comment noted. Please refer to response to Comment 49-1. No change to the Draft EIR is required.

33-5 The recommended changes are hereby adopted in the Final EIR to ensure that the description of the transmission power lines is accurate. Please refer to the Errata in the Draft EIR.

33-6 Aspects of the recommended changes that substantively correct the Draft EIR are hereby adopted in the Final EIR to more accurately describe electric and magnetic fields. Please refer to the Errata in the Draft EIR.

33-7 The recommended changes are hereby adopted in the Final EIR to ensure that the description of power transmission lines is accurate. Please refer to the Errata in the Draft EIR.

33-8 The recommended changes are hereby adopted in the Final EIR to ensure that the description of power transmission lines is accurate. Please refer to the Errata in the Draft EIR.

33-9 Page 13-6 of the Draft EIR demonstrates the complexity of the issue by stating that "biological effects are found only in a narrow range (or "window") of intensities, frequencies, and duration of electric or magnetic field exposure employed in study conditions."

To further describe the complexity of the issue, aspects of the comment are hereby adopted in the Final EIR. Please refer to the Errata in the Draft EIR.

33-10 The recommended changes are hereby adopted in the Final EIR to ensure scientific accuracy. Please refer to the Errata in the Draft EIR. No changes to the Final EIR are required.

33-11 Aspects of the recommended changes are hereby adopted in the Final EIR to more accurately describe electric and magnetic fields. Please refer to the Errata in the Draft EIR.

33-12 The recommended changes are hereby adopted in the Final EIR to more accurately reflect the conditions in Dougherty Valley. Please refer to the Errata in the Final EIR.

33-13 Comment noted. The recommended changes are hereby adopted in the Final EIR. Please refer to the Errata in the Final EIR.

33-14 Comment noted. Please refer to response to Comment 33-1.

33-15 Comment noted. The recommended change is hereby adopted in the Final EIR. Please refer to the Errata in the Final EIR.

33-16 Comment noted. Please refer to response to Comment 33-1.

33-17 The recommended changes are hereby included in the Final EIR. Please refer to the Errata in the Final EIR.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Fish and Wildlife Enhancement
Sacramento Field Office
2800 Cottage Way, Room E-1803
Sacramento, California 95825-1846

In Reply Refer To:
1-1-92-TA-1071

July 23, 1992

Mr. James W. Cutler
Community Development Department
County Administration Building
651 Pine Street
Martinez, California 94553-0095

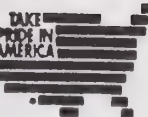
Subject: Draft Environmental Impact Report for Dougherty Valley
General Plan Amendment, Specific Plan and Implementing
Project Entitlements, County File #2-91-SR

Dear Mr. Cutler:

We have reviewed the Draft Environmental Impact Report (DEIR) for the Dougherty Valley General Plan, dated June 1992. The proposed plan provides for the development of almost 6,000 acres located in southcentral Contra Costa County. The plan would allow construction of 11,000 residential units, and supporting commercial, office, and civic development as well as retention of some open space. The proposed development would adversely affect the federally listed endangered San Joaquin kit fox (*Vulpes macrotis mutica*) and several wildlife species that are candidates for listing, and may affect some listed and candidate plant species such as the endangered large-flowered fiddleneck (*Amsinckia grandiflora*) and palmate-bracted bird's beak (*Cordylanthus palmatus*). In addition, wetland areas would likely be impacted by this project.

Sensitive Wildlife.

The project likely would result in "take" of at least one federally listed species, the San Joaquin kit fox. Section 9 of the Endangered Species Act of 1973, as amended (Act), prohibits the "take" of any federally listed endangered or threatened species by any person subject to the jurisdiction of the United States. As defined in the Act, take means "...to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." "Harm" has been further defined to include habitat destruction when it kills or injures a listed species by interfering with essential behavioral patterns such as breeding, foraging, or sheltering. Thus, not only is a listed species protected from activities such as hunting or collecting, but also from actions that significantly damage or destroy its habitat. The term person is defined as "an individual, corporation, partnership, trust, association, or any other private entity; or any officer, employee, agent, department, or instrumentality of the Federal Government, of



Mr. James Cutler, Community Development Department

any State, municipality, or political subdivision of a State, or any other entity subject to the jurisdiction of the United States."

Take incidental to an otherwise lawful activity may be authorized by one of two procedures. If a Federal agency is involved with the permitting, funding, or carrying out of the project, then initiation of formal consultation between that agency and the Fish and Wildlife Service (Service) pursuant to section 7 of the Act is required if it is determined that the proposed project may affect a federally listed species. Such consultation would result in a biological opinion that addresses the anticipated effects of the project to the listed species and may authorize a limited level of incidental take. Section 7(a)(2) of the Act requires that all Federal agencies must insure that any action they fund, authorize or carry out does not jeopardize a listed species. If a Federal agency is not involved with the project, and federally listed species may be taken as a result of project implementation, then an incidental take permit pursuant to section 10(a) of the Act would need to be obtained. The Service may issue such a permit upon completion of a satisfactory conservation plan for the listed species that would be affected by the project.

The DEIR does not adequately address effects on the San Joaquin kit fox. The entire planning area is likely occupied by kit foxes. We could not evaluate the validity of the kit fox surveys cited in this DEIR because they were not provided to us for review; however, recent sightings occurred 2 miles north and 5 miles east of the planning area (as mentioned in the DEIR) and a confirmed sighting of a kit fox was made approximately 2 miles south of the intersection of Dougherty Road and Crow Canyon Road. Furthermore, suitable habitat for kit foxes exists within the planning area and is contiguous with the locations of these sightings. Therefore, the area identified as kit fox habitat in Figure 11-2 is incorrect. The entire planning area should be considered kit fox habitat and a mitigation plan to compensate for habitat losses and other effects of the project should be developed and included in the final environmental document.

The vernal pool fairy shrimp (*Branchinecta lynchi*) and vernal pool tadpole shrimp (*Lepidurus packardii*) have recently been proposed for federal listing as endangered (57 FR 19856). These species may be on the project site. We recommend that you provide reports of surveys for these species to this office for review.

The project likely would adversely affect the California red-legged frog (*Rana aurora draytonii*), western pond turtle (*Clemmys marmorata*), California tiger salamander (*Ambystoma californiense*), and tricolored blackbird (*Agelaius tricolor*), which are candidates for listing as threatened and endangered species. We were recently petitioned to list these species as endangered. We recommend that mitigation plans be developed to avoid impacts to these species because they may become listed prior to completion of this project.

Sensitive Plants.

From a botanical standpoint, the Dougherty Valley General Plan Amendment Draft EIR is both inadequate and insufficient. First, the EIR states that the area

has been "surveyed" for special status plants. This is clearly not the case upon close examination of the draft EIR. No on-site, complete, current, and timely botanical surveys have occurred in the proposed project area. The California Natural Diversity Data Base is not the definitive collection point for all information on special status plants that occur everywhere and certainly does not substitute for an on-the-ground inventory. Similarly, a literature search, regardless of how complete does not substitute for a competent botanical inventory. The Jones and Stokes habitat suitability evaluation is not adequate by itself because it was conducted in December when the plant species are not detectable. The draft EIR indicates that 3 surveys were done by LSA Associates in 1987, 1990, and 1991. The 1987 survey was done on something called "Gale Ranch". This survey area is not shown on any map that is included in the text. Therefore, the area, timing, focus and general quality of this botanical survey cannot be determined from this draft EIR. The second LSA survey completed in 1990 focused entirely on aquatic plant species in an upland area with a very minor component of intermittent streams and vernal pools. The LSA 1991 plant survey is equally problematic in lacking the location of Gale Ranch, the kind of aquatic species that were targeted, and the timing of the survey. The draft EIR also refers to the Ecological Analysts 1981 survey as being part of the field survey for the proposed project area. The age of this survey makes its utility marginal and that only from a historical perspective. The 1990 EIP Associates biological survey of the Dougherty Valley specific plan area remains as the only possible adequate botanical survey that is included within the text of the draft EIR. However, the draft EIRs' review of this survey failed to include the time the inventory was conducted and did not include the following list of additional plants that may occur in the project area:

Diablo rock-rose, *Helianthella castanea* (2)
 Mt. Diablo phacelia, *Phacelia phacelloides* (2)
 Metcalf Canyon jewelflower, *Streptanthus albidus* ssp. *albidus* (1)
 Mt. Diablo jewelflower, *Streptanthus hispidus* (2)

We recommend that you provide the original botanical survey reports to our office for a more complete review.

Wetlands.

The DEIR identifies impacts to wetland areas such as alkali meadows, seeps, stock ponds, freshwater marsh, and riparian forest. Under the Fish and Wildlife Coordination Act, the Fish and Wildlife Service advises the U.S. Army Corps of Engineers on projects involving dredge and fill activities in waters of the United States, of which wetlands and some riparian habitats are subcategories. Because portions of this proposal may ultimately require a Corps permit, we suggest, if you have not already done so, that you consult the Corps of Engineers regarding onsite wetlands and related habitats that may fall under their jurisdiction. This information should be included in the environmental document.

Over 90 percent of California's wetlands have been lost due to past agricultural conversion, urban development, and flood control activities. Wetland habitat provides important resting, feeding, and nesting habitat for

many species of birds including migratory waterfowl and shorebirds. Because of the value of wetland habitat to migratory birds and the scarcity of this habitat, the Service recommends there be no net loss of in-kind habitat values or acres, whichever is greater.

The Fish and Wildlife Service encourages all efforts to protect, improve and restore fish, wildlife and naturally functioning aquatic and wetland ecosystems of our Nation. Because of our interest in the biological integrity of our Nation's waters, we generally recommend against a project when its construction would result in the destruction of wetland habitat values and is not water dependent.

The Council of Environmental Quality regulations for implementing the National Environmental Policy Act define mitigation to include: 1) avoiding the impact; 2) minimizing the impact; 3) rectifying the impact; 4) reducing or eliminating the impact over time; and 5) compensating for impacts. The Service supports and adopts this definition of mitigation and considers the specific elements to represent the desirable sequence of steps in the mitigation planning process. Accordingly, we maintain that the best way to mitigate for adverse biological impacts is to avoid them altogether.

When projects impacting waterways or wetlands are deemed acceptable to the Service, full mitigation is recommended for any fish and wildlife value losses shown to be unavoidable. However, as directed by Section 404(b)(1) of the Clean Water Act, the project proponent must first demonstrate that there are no other less damaging, practicable alternatives to the proposed project that would achieve the basic project purpose.

Specific Comments

Page 11-31 paragraph 2. A confirmed sighting was made in the project area. Therefore, the statement that the nearest known records are 2 and 5 miles away is incorrect.

Page 11-31 paragraph 4. Results of field surveys are mentioned. Please provide the original reports of these surveys; we would also like an opportunity to provide additional comments pending our review of these documents.

Page 11-38 paragraph 3. The implication that the grassland areas do not support special-status plants is difficult to evaluate because survey reports were not provided with the DEIR (see comments above).

Page 11-55 Impact: Potential Adverse Effects on San Joaquin Kit Fox Habitat. Because a confirmed sighting is located on the project site, and additional sightings are adjacent to the site, the entire site should be considered kit fox habitat. Therefore, the statement that only 5 acres of the planning area is kit fox habitat is incorrect and the impact of this plan on the San Joaquin kit fox should be considered significant. Furthermore, incidental take authorization in one of the two possible forms described above is recommended for this project.

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(cont.)

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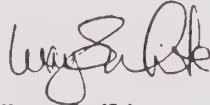
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Mr. James Cutler, Community Development Department

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Please contact Dr. Laurie Stuart Simons of my staff at (916) 978-4866 for questions regarding this response. Thank you for the opportunity to review your environmental document.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Wayne S. White', written in a cursive style.

Wayne S. White
Field Supervisor

cc: Assistant Regional Director (AFWE), FWS, Portland, OR
Carl Wilcox, Department of Fish and Game, Region 3

- 34-1 Comment noted. The large-flowered fiddleneck and palmate-bracted bird's beak were identified with other species as having potential to occur in the project area (pages 11-14 and 11-15). The USFWS comment that the project could affect wetlands is correct, as indicated on page 11-44.
- 34-2 Comment noted. Refer to response to comment 34-5.
- 34-3 Comment noted.
- 34-4 Comment noted.
- 34-6 Vernal pool fairy shrimp inhabit vernal pools and sandstone rock outcrop pools, and the vernal pool tadpole shrimp exists in vernal pools. These habitat types do not exist in the planning area, which were (as noted by the commenter) conducted in June and July. The biologist conducting the surveys looked for evidence of California tiger salamander larvae in the mud bottoms of suitable stock ponds. No evidence was found in the planning area, but in similar conditions at about the same time, evidence of this type was found in a location further east. This led the survey biologist to conclude that California tiger salamanders are not present in the planning area and no mitigation is required (Sproul pers. comm.).
- 34-7 Comment noted. Refer to mitigation measures 11.1, 11.2, 11.3a, 11.5, 11.7, 11.8, and 11.13 for the red-legged frog, western pond turtle, and tricolored blackbird. No evidence of California tiger salamanders was detected during field surveys; therefore, no mitigation is required.
- 34-8 The botanical information contained in the Draft EIR is adequate and sufficient to provide the information needed to appropriately assess project impacts at this stage of project specificity. See response to Comments 5-1 and 5-2. Although the NDDDB records search is not the "definitive collection place for all information on special-status plants that occur everywhere and certainly does not substitute for an on-the-ground survey", the data presented in the EIR are not based solely on an NDDDB records search. The EIR was based on the results of a floristic survey conducted by EIP in 1990, as well as an independent analysis conducted by Jones & Stokes Associates biologists in 1991.

Review of the survey methodology, intensity, and timing of various survey efforts at the Dougherty Valley Specific Plan Area indicates that the 1987, 1990, and 1991 surveys conducted by LSA may not have been sufficient to detect special-status plant species throughout the plan area (Table 11-1A in the Errata). However, the 1990 EIP Associates surveys were conducted in accordance with standard California Department of Fish and Game guidelines. The EIP floristic surveys were conducted for the entire Dougherty Valley study area in April, May, and June 1990. Together, these botanical surveys of the planning area are considered to be of sufficient quality, appropriate coverage, and appropriate timing to allow an adequate analysis of project impacts.

As indicated on page 11-13, the EIP survey did not target two halophytic species, brittlescale (*Atriplex depressa*) and San Joaquin spearscale (*Atriplex joaquiniana*). The EIP survey also did not target three of the four additional species mentioned in the USFWS comment letter: Diablo rock-rose, Mt. Diablo phacelia, and Metcalf Canyon jewelflower. However, because the 1990 EIP field survey was floristic in nature, and because survey timing was sufficient to detect the above species (if present), we maintain that special-status surveys of the Dougherty Valley project area were adequate.

In addition to the EIP 1990 field surveys, Jones & Stokes Associates independently compiled a list of special-status plant species known or with potential to occur at the Dougherty Valley site. As indicated on page 11-13, the analysis included an NDDB records search, a review of Smith and Berg (1988), and a review of Jones & Stokes Associates' file information.

Three of the species mentioned in the USFWS letter were initially considered by Jones & Stokes Associates as having potential to occur in the project area, but were rejected as a result of 1991 reconnaissance-level field investigation because suitable habitat was absent. Specifically, the study area lacks broadleaf upland forest, chaparral, cismontane woodland, ultramafic substrates, and scree slopes associated with the three species. Additionally, elevations at the project site range from 800 to 1,000 feet elevation, much lower than the 2,000- to 4,000-foot elevation range reported for the Mt. Diablo jewelflower and the Mt. Diablo phacelia.

The Diablo rock-rose was inadvertently left out of Table 11-1. Refer to the Errata for the corrected table. Although Diablo rock-rose was not specifically targeted during the 1990 EIP surveys, it is likely that the species would have been detected because surveys were floristic; the species are relatively large size and showy; and the species occupies a discreet rock outcroppings, which were targeted during the 1990 survey.

- 34-9 Refer to response to Comment 34-8.
- 34-10 Refer to response to Comment 34-8.
- 34-11 Refer to response to Comment 34-8.
- 34-12 Refer to response to Comment 34-8.
- 34-13 Refer to response to Comment 34-8.
- 34-14 Comment noted. Please refer to Draft EIR Mitigation Measure 11.8, page 11-45, and response to Comment 7-70 in the Final EIR.
- 34-15 Comment noted. Refer to mitigation measures 11.3a, c, d, e, f, and g and 11.4, 11.5, 11.6, 11.7, and 11.8.

- 34-16 Comment noted.
- 34-17 Refer to response to Comment 3-3. A Section 404 (b)(1) alternatives analysis would be required as part of the Section 404 permit process as described above. As stated on page 11-46, the County will ensure that the project proponents comply with Section 404 of the Clean Water Act before issuing a grading permit. Several alternatives to the proposed project are discussed on pages 3-30 and 3-32. If an individual Section 404 permit is not required, a less extensive analysis would be required in connection with Nationwide Permit 26.
- 34-18 Comment noted. The Blackhawk area location of the kit fox is in error. The EIR has been amended to include a clarification of the actual location and conditions of the unconfirmed sighting in the planning area as noted in the comment letter. This issue has been extensively re-examined, and it is concluded that the project would not result in a significant direct or cumulative impact on the kit fox. Refer to this analysis that has been incorporated into the Final EIR (Errata 34-18).
- 34-19 Copies of the original field surveys are on file at the Contra Costa County Community Development Department and are available on request.
- 34-20 Comment noted. Refer to the response to Comment 34-19 above.
- 34-21 Please refer to response to Comment 34-5.

THOMAS R. ADAMS
ANN BROADWELL
DANIEL L. CARDOZO
MARC D. JOSEPH
MICHELLE S. KRASNER
JANIS A. LEROUCHE

OF COUNSEL
CARL L. MCCONNELL
BYRON MELLBERG
PACKARD MELLBERG
& MCCONNELL

ADAMS & BROADWELL

A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
P.O. BOX 5048
1875 SOUTH GRANT STREET, SUITE 600
SAN MATEO, CALIFORNIA 94402

TELEPHONE
(415) 573 1000
FACSIMILE
(415) 573 5550

August 4, 1992

Via Hand-Delivery

James W. Cutler
Contra Costa County Community
Development Department
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553-0095

Re: Comments on Dougherty Valley Draft EIR

Dear Mr. Cutler:

On behalf of Plumbers and Steamfitters UA Local 159 and its members, we submit these comments on the "Draft Environmental Impact Report on the Dougherty Valley General Plan, Specific Plan, and Related Actions." Part I contains an analysis of the legal inadequacies of the Draft EIR. Part II contains a letter from Dr. Karen Weissman of Thomas Reid Associates, which examines the deficiencies in the Draft EIR's technical analysis and assessment of issues. Because of the significant and controversial water and sewer service impacts of the project, Part III contains a letter from Dr. Phyllis Fox of Russell Resources, Inc., which evaluates the Draft EIR's discussion of the sewer and water issues in further detail.

Local 159 represents members who live and work in Contra Costa County. These members will be directly affected by the potential environmental and health and safety impacts of this project and have an interest in ensuring that such impacts are thoroughly considered and addressed. Local 159 also believes it important that proposed development projects, particularly projects of this magnitude, be carefully planned and environmentally responsible. We live in an era in which growth and development are limited by natural systems, inadequate public services and infrastructure, regulatory restrictions and political pressures. Although Local 159 generally supports

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Page 2

responsible development, the organized construction trades are increasingly concerned that poor planning and environmental degradation are undermining opportunities for sustainable growth and future construction jobs.

As discussed in detail in the comments that follow, the deficiencies in the Draft EIR are of a scope and magnitude that is startling for a project of this significance. The Draft EIR fails to include an accurate, complete and stable project description, fails to adequately address the potential direct, indirect and cumulative impacts of the project, and fails to properly identify and evaluate mitigation measures and project alternatives. These deficiencies result in a document that as a whole fails to comply with the informational objectives of CEQA. The information required to comply with CEQA and respond to comments will require recirculation of a new Draft EIR.

Local 159 appreciates this opportunity to comment.

Very truly yours,


Daniel L. Cardozo

DLC:bh
Enclosures

PART I

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I. INTRODUCTION

The Draft Environmental Impact Report ("Draft EIR") prepared by Contra Costa County on the "Dougherty Valley General Plan Amendment, Specific Plan and Related Actions" falls far short of the legal requirements for an adequate environmental review under the California Environmental Quality Act ("CEQA"). As discussed in detail in the comments that follow, the Draft EIR fails to include an accurate, complete and stable description of the project, fails to adequately address the potential direct, indirect and cumulative impacts of the project and fails to properly identify and evaluate mitigation measures and alternatives necessary to avoid or lessen the significance of potential impacts.

These deficiencies in the analysis result in a document which as a whole fails to comply with the informational objectives of CEQA. The significant additional information and analysis that must be added to the document to conform to CEQA requirements and to respond to these comments will require recirculation of a new Draft EIR.

In examining the adequacy of the Draft EIR, it is important to note that the document "has been prepared as a project EIR intended to address all actions and entitlements necessary to approve and construct the project through its final buildout." (Draft EIR, p. 1-8, emphasis added.) The selection of the project EIR approach is critical in determining the scope required of the environmental evaluation, as well as the level of specificity, detail and resolution of issues required in the analysis.

CEQA authorizes alternative procedural mechanisms intended to ensure careful consideration of environmental effects and at the same time avoid redundancy in environmental analysis. For example, a "program EIR" is permitted in cases where an agency is implementing a series of related projects. (14 CCR § 15168.) The program EIR provides an analytical framework for a more detailed analysis at later points in the implementation program.

CEQA also authorizes an agency to employ a "tiering" approach to environmental analysis of a series of related actions. (14 CCR § 15152.) Tiering "allows agencies to deal with broad environmental issues in EIRs at planning stages and then to provide more detailed examination of specific effects in EIRs on later development projects that are consistent with or implement the plans." (See Discussion following 14 CCR § 15385.)

A "project" EIR is the most common type of EIR and examines the environmental impacts of a specific development project. (14 CCR § 15161.) A project EIR must "examine all phases of the

project including planning, construction, and operation." (Ibid.) It is intended to serve as the final environmental analysis of the project, and must provide sufficient information to permit the lead agency to adopt specific mitigation measures or alternatives necessary to lessen or avoid the impacts associated with implementation and operation of the project.

In this case, the EIR is intended to encompass all planning and development approvals necessary to construct the project, as well as actual development of the project, over its estimated 20-year buildout. (Draft EIR, pp. 1-8 and 3-1.) The Draft EIR specifically states that it has been prepared as a project EIR and that no subsequent environmental review will be required unless substantial changes in the project or new information require the preparation of a subsequent or supplemental EIR under CEQA Guidelines section 15162. (Draft EIR, pp. 1-8 - 1-9.)¹

¹ In support of its claim that no further environmental review would be required, the Draft EIR cites CEQA Guidelines section 15182. There are several problems with the Draft EIR's reliance on section 15182.

First, that section only applies to a "residential project" undertaken pursuant to and in conformity with a specific plan, which has been the subject of an EIR. Section 15182 would not apply to development under the Dougherty Valley Specific Plan, which includes 700,000 square feet of commercial and office space, religious institutions, schools, fire stations, community center and other civic buildings, a golf-course, light-rail system, creek restoration, park construction and construction of major public service infrastructure both on and off-site.

Second, section 15182 does not exempt from environmental review potential impacts of projects that were not addressed in the Specific Plan EIR. It may be for this reason that the Draft EIR attempts to define the project to include both the specific plan and the underlying development project. As discussed in detail in these comments, however, the Draft EIR fails to adequately identify and address a wide array of potential impacts associated with the development of Dougherty Valley.

Third, the Draft EIR's reliance on section 15182 is inconsistent with its claim that the EIR is considering potential impacts beyond the specific plan stage. The EIR cannot have it both ways; it must either limit the project description to specific plan level impacts with additional CEQA review at the development plan stage, or it must fully address development plan level impacts in this EIR.

Finally, it is clear that under section 15182 subsequent environmental review will be required at the development plan

The development project that is the subject of the General Plan Amendment and specific plan proposes construction of 11,000 residential units, 700,000 square feet of commercial and office space, elementary, middle and high schools, a community college campus, a library, fire and police stations, a community center and other civic buildings, four religious institutions, a golf-course, pocket, neighborhood, community and creek corridor parks, park staging areas, major arterials, arterials, collector and local streets, several bridges, a light-rail line, a transit center, domestic and reclaimed water distribution systems, wastewater collection systems and all other utility and public service infrastructure. (Draft EIR, pp. 3-7 - 3-26.) It is the largest development project in the history of Contra Costa County. (Draft EIR, p. 1-1.)

The project would be constructed on 6,000 acres of uninhabited land comprised of a complex of steep ridges, foothills and valleys that drain into Alamo and Coyote Creeks. (Draft EIR, pp. 3-4 and 10-1.) The project area is currently undeveloped, with the hilly grassland areas used for cattle grazing and the valleys used for dryland farming. (Draft EIR, p. 3-4.) The southern portion of the project site is currently occupied by Camp Parks, a United States Army reserve training center used for artillery, weapons-firing and other training activities. (Draft EIR, pp. 3-5 and 4-35.) The area contains a number of sensitive and valuable botanical resources, including alkali meadows, valley oaks, valley oak savannas, riparian woodlands, and willow riparian forests. (Draft EIR, p. 11-2.) The project site also includes 23 special-status wildlife species that are known to occur or have a potential to occur within the planning area. (Draft EIR, p. 11-13 and Table 11-2.)

The scope of environmental analysis attempted in the Draft EIR would be unusual for any large development project involving a general plan amendment and specific plan approval and subsequent development approvals, but it is particularly ambitious here given the unprecedented scale of the Dougherty Valley project. A project of this magnitude would typically be addressed by "tiering" environmental review, with the broad issues involved in authorizing the conversion of 6,000 acres of open space to urban uses considered at the general plan amendment stage, and a more focused and detailed analysis of the specific

stage in this case. Since the Draft EIR has failed to describe the development project or adequately consider development-level impacts, the development plan will by definition constitute new information regarding potentially significant impacts that was not available at the specific plan stage. (See 14 CCR §§ 15182 and 15162.)

impacts of the development project considered at the specific plan and development plan stages of project approval.

Although the Draft EIR claims to present a project-level analysis, it is written as if this were a tiered review of the first stage of planning approvals for the project. It defers much of the specific and detailed consideration and resolution of issues to later stages in the approval process. In contradictory fashion, however, the Draft EIR states that no further environmental review is contemplated.

It is not surprising that the Draft EIR has failed to adequately address the issues given the scope of review attempted. A proper analysis of all issues associated with a development of this magnitude would be difficult, and may not even be feasible, at this stage of the approval process. It is precisely for this reason that CEQA encourages agencies to prepare tiered EIRs. (See Pub. Resources Code §§ 21093, subd. (b) and 21003, subd. (e).) The lack of specificity, detail and resolution of issues in the Draft EIR would violate CEQA requirements even if the document had been prepared as a program EIR. As a project EIR, the document falls dramatically short of the legal standards for an adequate EIR.

II. THE INACCURATE PROJECT DEFINITION, AND THE LACK OF SPECIFICITY, DETAIL AND RESOLUTION OF ISSUES PRECLUDES INFORMED DECISION MAKING AND INFORMED PUBLIC PARTICIPATION

"An EIR is an 'environmental "alarm bell" whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.'" (Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 393, 392 [253 Cal.Rptr. 426, 430].) An environmental evaluation conducted in accordance with CEQA also serves to "demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action." (14 CCR § 15003, subd. (d); No Oil, Inc. v. City of Los Angeles (1974) 13 Cal.3d 68, 86 [118 Cal.Rptr. 34].)

"[T]he requirement of a detailed statement helps insure the integrity of the process of decision by precluding stubborn problems or serious criticism from being swept under the rug.'" (Sutter Sensible Planning, Inc. v. Board of Supervisors (1981) 122 Cal.App.3d 813, 820 [176 Cal.Rptr. 342].) It also ensures "the right of the public to be informed in such a way that it can intelligently weigh the environmental consequences of any contemplated action and have an appropriate voice in the formulation of any decision.'" (Environmental Planning and Information Council v. County of El Dorado (1982) 131 Cal.App.3d 350, 354 [182 Cal.Rptr 317].)

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In order to serve these functions, the EIR must "provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project." (Pub. Resources Code § 21061.) The analysis must be specific and detailed, and must also be supported by empirical or experimental data, scientific authorities or explanatory information, including comparative and quantitative evaluation. (Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692 [270 Cal.Rptr. 650]; Whitman v. Board of Supervisors (1979) 88 Cal.App.3d 397 [151 Cal.Rptr. 866]; People v. County of Kern (1974) 39 Cal.App. 3d 830 [115 Cal.Rptr 67].)

"The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in an EIR." (14 CCR § 15146.) Accordingly, "[a]n EIR for a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy." (14 CCR § 15146, subd. (b).)

Beginning with the description of the project, the Draft EIR fails to facilitate informed decision-making and meaningful public participation. As discussed below, the project definition is inaccurate, incomplete and shifting. This uncertain and contradictory project description undermines the informational objectives of CEQA.

As a project EIR, this document must address not only the general issues associated with the general plan amendment and specific plan, but must identify, discuss and resolve all potential environmental impacts related to development of the project over the next 20 years. As discussed in detail in these comments, the Draft EIR fails to address numerous effects associated with the project, including the development and construction of extensive off-site water supply and sewer service facilities necessary to serve the project.

Arguably the most serious deficiency of the EIR is its failure to identify feasible, effective and enforceable mitigation measures for the many significant impacts identified in the Draft EIR. In virtually every case, the suggested mitigation is left vague and unresolved, with a number of issues improperly deferred to later study. Throughout the document, the discussion of both impacts and mitigation measures fails to conform to the level of specificity and detail required in a project-level EIR.

III. PROJECT DESCRIPTION IS INACCURATE, INCOMPLETE AND SHIFTING

The definition of the project under review in an EIR is critically important since it informs the public and government decision-makers of the nature of the proposed activity and determines the scope and content of the analysis that follows. As discussed in the introduction, the Draft EIR purports to present a project-level analysis but is written as a program review. This fundamental contradiction in analytical approach undermines every section of the Draft EIR, beginning with the definition of the project.

The courts have declared that "[a]n accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App. 3d 185, 193, [139 Cal.Rptr. 396, 401]; see also *City of Santee v. County of San Diego*, 214 Cal.App.3d 1438 [263 Cal.Rptr. 340], *Rural Land Owners Association v. Lodi City Council* (1983) 143 Cal.App.3d 1013, 1024-1025 [192 Cal.Rptr. 325, 332-333] and *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 829-830 [173 Cal.Rptr. 602, 608].)

The CEQA Guidelines also require that a project definition include: "the whole of the action, which has a potential for resulting in a physical change in the environment, directly or ultimately. . . ." (14 C.C.R. § 15037, subd. (a); See *City of Santee v. County of San Diego*, *supra*, 214 Cal.App.3d at pp. 1450-1455 and *Rural Landowners Association v. Lodi City Council*, *supra*, 143 Cal.App.3d at p. 1025.)

The policy behind the requirement for a clear, accurate and complete project definition was cogently stated in *County of Inyo v. City of Los Angeles*, *supra*, 71 Cal.App.3d at p. 193: "A curtailed or distorted project description may stultify the objectives of the reporting process. Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (i.e., the 'no project' alternative) and weigh other alternatives in the balance." (See also *City of Santee v. County of San Diego*, *supra*, 214 Cal.App.3d at pp. 1450-1455.)

The project at issue in *County of Inyo* was a proposed increase in groundwater pumping from the Owens Valley aquifer for export to Los Angeles. (*County of Inyo v. City of Los Angeles*, *supra*, 71 Cal.App.3d at pp. 194-195.) The City's EIR, however, initially described the project to include only the pumping of additional groundwater for use on City-owned lands in Inyo and Mono Counties, although later sections of the report considered

the groundwater pumping as part of the city's larger water supply system. (*Id.*, at pp. 190-191.).

The court concluded that the ambiguous project definition frustrated the public informational goals of CEQA and undermined the ability of the public and government agencies to present meaningful comments on the Draft EIR. The court found that "[t]he incessant shifts among different project descriptions . . . vitiates the City's EIR process as a vehicle for intelligent public participation." (*County of Inyo v. City of Los Angeles*, *supra*, 71 Cal.App.3d at p. 197.) The court added that "[a] curtailed, enigmatic or unstable project description draws a red herring across the path of public input." (*Id.*, at 198.)

In *Santiago County Water District v. County of Orange*, *supra*, 118 Cal.App. 3d 818, the court considered a challenge to an EIR on a proposed sand and gravel mining operation. Although the sand and gravel mining project would require service by new off-site water supply facilities, the EIR had not included the construction of additional water facilities in the project description.

The *Santiago* court concluded that the inaccurate project definition rendered the EIR invalid since not all significant environmental effects had been considered. The court noted that "[t]he construction of additional water delivery facilities is undoubtedly one of the significant environmental effects of the project." (*Santiago County Water District v. County of Orange*, *supra*, 118 Cal.App. 3d at p. 829).

The court also concluded that the exclusion of the water facilities from the project description misled the public and government decision-makers regarding the full scope of the proposal: "Because of this omission, some important ramifications of the proposed project remained hidden from view at the time the project was being discussed and approved. This frustrates one of the core goals of CEQA." (*Santiago County Water District v. County of Orange*, *supra*, 118 Cal.App. 3d at p. 830.)

In *Rural Land Owners Association v. Lodi City Council*, *supra*, 143 Cal.App. 3d 1013, the city considered a general plan amendment necessary to allow development on certain agricultural lands within the City's sphere of influence. However, the EIR described the project to include only the general plan amendment, and excluded the proposed annexation and development of the property as unrelated projects. (*Id.* at p. 1021.)

The court held that the City's restricted project definition defeated CEQA's mandate for public disclosure and full consideration of project impacts. (*Rural Land Owners Association v. Lodi City Council*, *supra*, 143 Cal.App.3d at pp. 1024-1025.)

The court declared that "[r]esponsibility for a project cannot be avoided by limiting the title or description of the project." (Id. at pp. 1022-1023.)

In the present case, the Draft EIR purports to address a broad project, including all planning and development approvals as well as actual development of Dougherty Valley over the estimated 20-year buildout of the project. The project is defined as "the development of the Dougherty Valley planning area based on a Contra Costa general plan amendment, specific plan, rezoning and related entitlements that include preliminary and final development plans, tentative and final subdivision maps, development agreements, sphere changes and annexations, grading and building permits, other implementing permits from various agencies described below, and related development improvements." (Draft EIR, p. 3-1.)

The Draft EIR also states that it is intended to serve as the environmental documentation for all Contra Costa County planning and development approvals, and all permits and approvals issued by the Contra Costa Local Agency Formation Commission ("LAFCO"), the California Department of Fish and Game, the Regional Water Quality Control Board, the U.S. Army Corps of Engineers and the East Bay Regional Park District. (Draft EIR, p. 3-28.)

While the Draft EIR's sweeping definition of the project is consistent with its claim to present a project-level review, the Draft EIR shifts to a program perspective when comes to actually describing the components of the project. Chapter 3 of the Draft EIR covers only the general plan amendment and specific plan. (Draft EIR, pp. 3-7 - 3-26.) Although the Draft EIR acknowledges that detailed information regarding the development project will be presented in subsequent plans and documents (e.g., preliminary and final development plans, grading plans, tentative and final subdivision maps, development agreements, etc.), none of this information is included or described in the Draft EIR. (Draft EIR, pp. 3-26 - 3-27.)

The potential impacts of the construction and implementation phases of the project cannot be adequately assessed without more information regarding the nature of the development project. The information contained in the final development, grading and subdivision plans and development agreements is essential in order to identify development impacts and evaluate mitigation measures and alternatives.

For example, a preliminary development plan for this project would be required to describe or include, inter alia, anticipated grading, a circulation plan for all vehicular and pedestrian ways, an economic feasibility report and analysis of all planned commercial uses, a feasibility analysis of all public and

semipublic recreational and educational areas and facilities, which describes anticipated financing, development and maintenance, a statement of the stages of the development proposed for the entire project, indicating the sequence of units and explaining why each unit standing by itself would constitute reasonable and orderly development. (Contra Costa County Zoning Code, Art. 84-66.1006.)

A final development plan would have to describe or include, inter alia, the location, grades, widths and types of improvements proposed for all streets, pedestrian ways and utilities, location and design of all landscaping, location and design of all storm drainage and sewage disposal facilities and an engineering plan for all project grading. (Contra Costa County Zoning Code, Art. 84-66.12.)

A tentative subdivision map would have to describe or include, inter alia, a topographical map showing contours and other landscape features that may affect development and design of the subdivision, including drainage channels, roads, culverts, utility lines, wells, springs, geologic or hazardous soil conditions and proposed street and road configurations, location of all proposed easements for drainage and access, location and species of all trees, tree mass and trunk diameter, statement or plan as to proposed drainage, flood control and stormwater detention plans and the approximate sequence of development by units. (Contra Costa County Code, Art. 94-2.2.)

Despite the Draft EIR's assertion to the contrary, the terms of any development agreements would also be relevant to an evaluation of the potential impacts of the development project. (See Draft EIR, p. 3-27.) The terms of the development agreements may specify the density or intensity of uses permitted for the project, the provisions for reservation or dedication of land for public purposes, the timing and phasing of development, provisions for affordable housing and so forth. (See Gov. Code § 65865.2.) The nature and substance of these provisions would clearly be relevant in assessing impacts, mitigation measures and project alternatives.

The Draft EIR describes only a small portion of the project it claims is encompassed by the review. If the project includes the construction and implementation phases project, the project description must include more detailed and specific information regarding the development proposal. By describing only the general plan amendment and specific plan, the Draft EIR presents an inaccurate and incomplete project description. This curtailed and distorted project definition may lead decision-makers and the general public to misconstrue the full dimensions of the project and its impacts, and may frustrate the identification and development of appropriate mitigation measures and project alternatives.

The contradiction between the Draft EIR's statement of the broad coverage of the report and its curtailed project description adds further ambiguity and confusion, and results in a project definition that shifts and changes throughout the document. An examination of the Table of Contents to the report illustrates the problem. Under some subject headings, the Table of Contents lists consideration of impacts and mitigation measures associated with "the Specific Plan," while other sections consider only impacts associated with "the Project."

When the Draft EIR is considering impacts and mitigation associated with the "Specific Plan," is that analysis also intended to cover impacts and mitigation associated with the general plan amendment? Does it include the other planning and development approvals listed in the project definition? Is it expressly intended to exclude impacts and mitigation measures associated with the construction and implementation of the project? When the Draft EIR indicates that it is considering the "Project," is that intended to include only a component of the broad "project" identified in the report? If so, what is the nature and scope of that project? If it is intended to include the construction and implementation of the development project, where are the details of the development plan described in the Draft EIR? This unstable and ambiguous treatment of the project definition defeats the objectives of CEQA review and precludes meaningful public participation.

To the extent that the Draft EIR discusses impacts and mitigation measures associated with the actual development project, according to Contra Costa County staff, this analysis is based on preliminary development plans that are not available to the public. These plans cannot serve as the basis for environmental review unless they are disclosed in the Draft EIR. "Whatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report." (*Laurel Heights Improvement Association, supra*, 47 Cal.3d at p. 439.) The public must be afforded an opportunity to independently assess the analysis.

Part II of these comments identifies additional components of the project which are not described in detail in the Draft EIR, including the phasing and sequence of project construction, improvements for water supply and sewage treatment and disposal, revisions in proposed land use locations in order to avoid land use conflicts, wetland mitigation sites and light-rail and transportation improvements. The importance of including the water supply and sewage treatment and disposal improvements in the project definition is further addressed in Part III.

The EIR must be revised to include an accurate and complete description of the project. The EIR should also clarify the

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scope of the project under consideration. If the EIR is intended to cover more than the general plan amendment and specific plan, then the additional elements of the project must be described with sufficient specificity and detail to allow for a meaningful assessment of impacts and mitigation measures. If the EIR is intended to cover only the general plan amendment and specific plan, then the parameters of the environmental review and scope of the analysis must be clearly set forth. However redefined, the project description must remain consistent throughout the analysis.

IV. INADEQUATE DISCUSSION OF POTENTIAL ENVIRONMENTAL IMPACTS

A draft EIR must identify and focus on the potentially significant effects of the proposed project. (14 CCR § 15126, subd. (a).) This analysis must clearly identify and describe both the direct and indirect impacts of the project. (*Ibid.*) The EIR is required to consider direct and indirect impacts as they are likely to occur both in the short-term and long-term. (*Ibid.*)

The Draft EIR fails adequately to consider a wide range of potential impacts of the project. A particularly serious omission is the EIR's failure to consider the potential impacts of the off-site facilities necessary to provide potable water and wastewater disposal for the project. As discussed above, the court in *Santiago County Water District v. County of Orange, supra*, 118 Cal.App.3d 818, expressly held that off-site water storage, pumping and delivery facilities required to supply the project must be considered an integral part of the project. Accordingly, the environmental effects of such facilities must be addressed in the EIR.

The Draft EIR acknowledges that development of the off-site facilities may have significant impacts, but declined to consider them on the ground that the facilities are only in the conceptual design stage and impact assessment would be too speculative. (Draft EIR, pp. 5-37 - 4-42.) "While foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can." (14 CCR § 15144.) A lead agency may abandon discussion of a potential impact only if it finds, "after thorough investigation," that the particular impact is too speculative for evaluation. (14 CCR § 15145.)

The Draft EIR has not demonstrated that the impacts of off-site utility improvements are too speculative to consider. This is not a case where the types of improvements required are themselves unknowable, thus rendering an estimation of their impacts "idle speculation." (See discussion following 14 CCR § 15145.) The Draft EIR has identified in some detail the specific

water and sewer service improvements that may be required to serve the project. The potential impacts of such improvements must be addressed. "The fact that precision may not be possible . . . does not mean that no analysis is required." (*Laurel Heights Improvement Association, supra*, 47 Cal.3d at p. 435, emphasis added.) The EIR may terminate the consideration only after presenting the results of a "thorough investigation" which demonstrates that any further analysis is too speculative.

Moreover, as discussed in detail in Parts II and III of these comments, the potential range of environmental effects from the off-site facilities can be identified. The fact that the final design of the facilities has not been determined does not relieve the EIR of its responsibility to identify and evaluate the general impacts of such improvements.

Finally, the Draft EIR's attempt to justify its failure to consider off-site impacts on the ground that such facilities are the responsibility of water and sewer agencies is also unavailing. (See Draft EIR, pp. 5-37 and 5-42.) An EIR may not refuse to consider potential impacts on the ground that responsible agencies with subsequent permitting responsibility are empowered to address impacts. (*Citizens for Quality Growth v. City of Mount Shasta*, (1988) 198 Cal.App.3d 433, 443, fn. 8 [243 Cal.Rptr. 727].) Deferring assessment of these impacts also violates CEQA's requirement that environmental review occur at the earliest feasible time (14 CCR § 15004, subd. (b)), and is inconsistent with the County's obligation to conduct a comprehensive environmental evaluation of the project. (See *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296, 308-309 [248 Cal.Rptr. 352] and *Oro Fino Gold Mining Corporation v. County of El Dorado* (1990) 225 Cal.App.3d 872, 884-885 [274 Cal.Rptr. 720].)

The Draft EIR's failure to discuss the project in relation to LAFCO policy factors and considerations is another significant omission in the analysis. The Draft EIR claims to serve as the environmental documentation for all planning and development approvals, including LAFCO approvals. However, the failure of the Draft EIR to assess the project in accordance with Cortese-Knox Act factors (Gov. Code §§ 56300 et. seq) will preclude reliance on this EIR in the LAFCO process.

LAFCO is required to exercise its powers so as to provide for planned, well-ordered, efficient urban development patterns, and to discourage urban sprawl and encourage the orderly growth and development of local government agencies. (Gov. Code §§ 56300 and 56301.) In acting on proposals for changes of organization, LAFCO is required to consider the effect of the proposal and of alternative courses of action on the cost and adequacy of services and controls in the area and in adjacent areas, the effect on mutual social and economic interests, and on

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the local government structure of the county, the conformity of the proposal and its effects with LAFCO policies on providing planned, orderly, efficient patterns of urban development, service provision, and the conversion of open space and agricultural lands, the conformity of the proposal with local agency spheres of influence, and other factors. (See Gov. Code § 56841.)

In order for this EIR to serve as environmental documentation in LAFCO proceedings related to this project, the Draft EIR must discuss the impact of the project on the policies and factors that LAFCO is legally-mandated to consider. The following is just some of the information which must be included: 1) clear delineation of all existing boundaries and adopted Spheres of Influence for each city, special district or other agency affected by the project; 2) identification of all required changes of organization or reorganizations required by the project (e.g., annexations, detachments, Sphere of Influence amendments, etc.); and 3) discussion of the affect of the proposal on the cost and adequacy of services in the project area, in adjacent areas and in the service areas of all affected service providers.

It is particularly important that the EIR consider the impact of the proposal on the adjacent incorporated cities. Is it consistent with LAFCO policy considerations to provide the full-range of urban services to a 6,000 acre development with a build-out population of 30,000 by expanding or creating special purpose districts rather than service by general purpose governments? Is unincorporated development of this scale and intensity consistent with LAFCO considerations? Is unincorporated development of this magnitude consistent with LAFCO policy where the project area is surrounded on three sides by existing incorporated cities? How will the project affect the future development and provision of services in the adjacent cities?

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The Draft EIR's failure to consider the effect of the proposal on the City of San Ramon is a major oversight. The project area is immediately adjacent to the City's eastern boundary. Of particular significance is the fact that the City has adopted a specific plan for development of Dougherty Valley that the Draft EIR itself describes as virtually identical to the County's plan. The City has also certified a final EIR on its specific plan.

The County and the City of San Ramon had originally agreed in a formal Memorandum of Understanding ("MOU") that the City would be the lead agency under CEQA for the environmental review of specific planning for development of Dougherty Valley. The MOU implicitly recognized that the Dougherty Valley would eventually develop with the City of San Ramon. However, the

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County subsequently reversed its position and prepared its own specific plan and assumed lead agency responsibility for the project.

The existence of parallel planning processes for the same area is highly unusual. The terms of the MOU, the circumstances surrounding the County's decision to prepare a competing specific plan, and a comparison of the City and County plans are all important to LAFCO's consideration of the ultimate, logical government organization and service provision in the area. The Draft EIR's only discussion of this issue is the cryptic and inexplicable statement that "[t]his EIR anticipates the expansion of the San Ramon SOI consistent with urban service district SOIs." (Draft EIR, p. 4-30.) The Draft EIR's brief mention of the parallel San Ramon planning process is misleading and fails to disclose to decision-makers and the general public a major issue raised by the project. These issues must be addressed.

The Draft EIR also fails to identify and discuss the inconsistency of the project with a number of Contra Costa County General Plan policies. Although the Land Use section of the Draft EIR lists some of the General Plan policies that are relevant to the proposed project, it fails to analyze the consistency of the project with these policies and fails to consider other relevant policies. The Draft EIR must identify General Plan inconsistencies as a significant impact of the project.

Four policies are particularly important in the context of this project: 1) prohibition on new development in unincorporated areas in absence of showing that applicant can provide infrastructure which meets the traffic level of service and other performance standards (General Plan, p. 4-6); 2) requirement that proposed development demonstrate adequate water and sewer service capacity (General Plan, p. 4-11); 3) protection of hillsides with a grade of 26 percent or greater (General Plan, p. 3-49); and 4) requirement that in-filling of existing developed area occur prior to expansion of urbanized area into areas lacking services, facilities and infrastructure (General Plan, p. 3-45).

Project impacts related to the first three policies listed above are discussed elsewhere in these comments. It is clear from that discussion that the project would be inconsistent with these policies since the Draft EIR has failed to show that traffic, water or sewer impacts of the project will be mitigated, and because the project would result in massive grading and development of slopes in excess of 26 percent. These inconsistencies must be treated as a significant effect and appropriate mitigation identified.

In order to address the in-fill policy, the EIR should identify the amount of land available for development within the

existing Tri-Valley urbanized region. This land should be evaluated in relationship to County General Plan policies which encourage in-filling and discourage the premature conversion of open space. The effect of an in-fill alternative should be assessed in terms of avoiding or lessening impacts of the proposed project on biological resources, service provision, traffic and other impacts. An analysis of the potential for in-filling and the timing of development in relationship to the proposed project is also necessary in order to address LAFCO statutory considerations regarding the premature conversion of open space and agricultural lands.

Parts II and III of these comments identify and discuss in detail a long list of additional impacts of the project that are either not addressed at all in the Draft EIR, or are inadequately considered.

V. INADEQUATE IDENTIFICATION AND EVALUATION OF MITIGATION MEASURES

The courts have recognized that the consideration of mitigation measures is at the heart of the EIR process. It is at this juncture that the lead agency makes the critical determinations regarding the measures available to avoid or lessen the significance of project impacts. In order to ensure that project impacts are genuinely addressed, CEQA requires that specific feasible, effective and enforceable mitigation measures be identified for each significant impact, and that all uncertainties regarding the mitigation of impacts be resolved in the EIR.

In the present case, there has been a wholesale failure to comply with CEQA requirements regarding the consideration of mitigation measures. As a result, the EIR provides no assurance that the significant effects of the project will be avoided or reduced in significance. This deficiency in the CEQA analysis is profoundly important in the context of this EIR, given the long list of significant impacts identified by the Draft EIR in virtually every subject area considered. In view of the fundamental inadequacy of the EIR's treatment of this issue, the legal requirements for the consideration of mitigation measures are set forth below in some detail.

Before approving a project for which one or more significant effects has been identified, the lead agency must find for each significant effect: 1) that measures have been required which mitigate or avoid the impact; 2) that the agency lacks jurisdiction to require the mitigation but that another agency has such authority; or 3) that specific economic, social or other considerations make infeasible the mitigation measures identified in the EIR. (Pub. Resources Code § 21081; 14 CCR § 15091;

Citizens for Quality Growth v. City of Mount Shasta, supra, 198 Cal.App. 3d 433.) These findings regarding project mitigation must be supported by substantial evidence in the administrative record. (Pub. Resources Code § 21081.5; 14 CCR § 15091, subd. (b).)

In order for the lead agency to comply with this obligation, the EIR must identify specific and concrete mitigation measures for each significant effect. (14 CCR § 15126, subd. (c); see also *Stevens v. City of Glendale* (1981) 125 Cal.App.2d 986, 995-996 [178 Cal.Rptr. 367].) Where a number of alternative mitigation measures may be available, the EIR must evaluate each such measure and must explain the rationale for recommending one mitigation approach over the others. (*Ibid.*) The discussion must also distinguish between measures proposed by the applicant to be included in the project, and those measures recommended as conditions of approval. (*Ibid.*)

A lead agency is also precluded from making the required findings unless the record shows that all uncertainties regarding the mitigation of impacts have been resolved. An agency may not rely on mitigation measures of uncertain efficacy or feasibility (*Kings County v. City of Hanford*, supra, 221 Cal.App.3d at pp. 727-728), nor may it defer consideration of mitigation measures to later studies (*Sundstrom v. County of Mendocino*, supra, 202 Cal.App.3d 296) or to other agencies (*Citizens for Quality Growth v. City of Mount Shasta*, supra, 198 Cal.App.3d at p. 442).

In *Kings County*, the primary measure proposed to mitigate the water use impacts of the project and ensure recharge of an overdrawn aquifer was a "mitigation agreement" by which the applicant agreed to provide funds to a local water district to purchase water from unspecified sources. The court found this mitigation measure inadequate because the record did not show that sufficient water to recharge the aquifer would be available for purchase. (*Kings County v. City of Hanford*, supra, 221 Cal.App.3d at pp. 727-728.)

In *Sundstrom*, the lead agency conditioned its approval of the project on the preparation of a hydrological study evaluating the project's potential impacts on downslope properties. The study would then permit agency staff to develop specific mitigation measures. The court concluded that since the success of the mitigation was uncertain, the lead agency could not have made a reasonable finding that all potential impacts had been mitigated below a level of significance. (*Sundstrom v. County of Mendocino*, supra, 202 Cal.App.3d at pp. 306-308.)

In *Citizens for Quality Growth*, the City defended the adequacy of its consideration of wetlands impacts by arguing that it was under no obligation to consider impacts of wetlands because any filling of wetlands would be regulated by the Army

Corps of Engineers. The court rejected this argument, holding that the City as lead agency was required to address all potential impacts and evaluate mitigation measures and project alternatives. (*Citizens for Quality Growth v. City of Mount Shasta*, supra, 198 Cal.App.3d at p. 732, fn. 8.)

The EIR is also required to analyze the potential effects of recommended mitigation measures if such measures would themselves produce potentially significant impacts. (14 CCR § 15126, subd. (c); see also *Stevens v. City of Glendale*, supra, 125 Cal.App. 3d at pp. 995-996.) Finally, CEQA requires that the lead agency adopt a "reporting and monitoring program" to ensure compliance with mitigation requirements during project implementation. (Pub. Resources Code § 21081.6.)

Parts II and III of these comments discuss in detail the specific mitigation measures which are inadequately addressed. Probably the most dramatic example of inadequacy occurs with respect to the measures discussed to address the sewer and water (both potable and reclaimed) service impacts of the project. The discussion below describes the numerous obstacles to implementing the service provision alternatives suggested in the Draft EIR. It is clear that the feasibility and effectiveness of the recommended mitigation has not been demonstrated. These issues must be considered unresolved at this juncture and cannot be deferred in the context of a project-level analysis. The EIR does not provide substantial evidence for the mandatory findings regarding mitigation. The failure to resolve the sewer and water service impacts remains a serious defect in the EIR.²

Part II also demonstrates that the purported mitigation for transportation and circulation, schools and other public service infrastructure impacts of the project are inadequately considered and left unresolved. For example, the Draft EIR finds a number of significant impacts on regional transportation corridors and on local roads and intersections. In most cases, the suggested mitigation is that the developers be required to construct improvements or pay a pro-rata share of the cost of such construction, or for impacts on regional transportation routes, participate in a regional transportation mitigation program. (See Draft EIR, pp. 6-31 - 6-55, significant impacts on Crow Canyon Road, Tassajara Road, I-680, I-580 and numerous intersections.)

² As discussed above, the improvements required to provide water and sewer service to the project should be considered a part of the project, which would require that the potential impacts of the improvements be addressed. However, whether considered a part of the project or mitigation measures, the potential impacts of the sewer and water service improvements must be addressed. (14 CCR § 15126, subd. (c).)

Is the mitigation for local traffic impacts to be made a condition of approval? If not, how would it be implemented? Are the recommended traffic improvements included in any existing state or local transportation improvement plans? What is to be the timing of the required improvements? How is this timing related to the phasing of the project and projected traffic impacts? Who determines whether the developer is required to construct the improvements or pay a pro-rata share? What is the likely range of any pro-rata share? Is this amount feasible in light of the economics of the project? How would the remainder of the cost be funded? What agency or agencies will be involved in administering these requirements? None of these questions is addressed. The problems with the proposed mitigation for regional impacts is discussed in Part II.

The suggested mitigation for traffic impacts is entirely speculative, and the EIR provides no basis for the County to make the required findings. The discussion of mitigation measures for other public service and infrastructure impacts suffers from similar defects and is a major deficiency in the Draft EIR.

The biological resources mitigation is a second general area where the mitigation analysis falls short of CEQA requirements. This failure is particularly important in this case since the Draft EIR identifies a series of significant impacts of the project on important biological resources. Examples of the lack of meaningful mitigation for biological impacts are numerous.

The Draft EIR finds that the project would result in a significant impact on biological resources by eliminating foraging habitat for winter and breeding raptors and other wildlife, fragmenting grassland habitats, and eliminating adequate wildlife movement corridors between open space areas. (Draft EIR, p. 11-39.) The mitigation suggested includes the "purchasing or acquiring a conservation easement, or otherwise protecting from development, property or properties adjacent to and east of the planning area" (*Ibid.*)

Is this requirement to be made a condition of project approval? What measures would be acceptable to protect land from development other than a conservation easement? What proof of protection must be submitted? How large an area must be protected to compensate for the loss and fragmentation caused by the project? What precise area is required for protection to maintain wildlife movement corridors? What if land in the areas designated are not available for sale? What agency will monitor implementation? Must a qualified biologist review and approve the adequacy of the acquisition plan? How do the plans for development in the Tassajara Valley referenced in the Draft EIR affect the feasibility of this mitigation? None of these questions is addressed.

The Draft EIR also finds that the project would create a significant impact by eliminating or degrading valley oak savannas, valley oak riparian woodland, and individual valley oak trees. The mitigation suggested requires that valley oak trees be avoided or impacts minimized to the fullest extent possible. A qualified biologist must be retained to monitor construction activities. (Draft EIR, pp. 11-40 - 11-42.)

Are these measures to be imposed as conditions of approval? What agency is responsible for monitoring implementation? Is the biologist to be hired by the developers? Is the selection of the biologist subject to approval of a public agency? At what times must the biologist be on-site? Is the biologist to monitor construction for the 20-year buildout period? Who decides whether it is possible to avoid oak habitat or whether impacts on the habitat have been minimized to the extent possible? According to what criteria is this decision made? Is the biologist to review building plans? Can the biologist overrule the developers determination? If the County Community Development Department is to monitor replacement plantings (Draft EIR, p. 43), would this be an on-going requirement over the 20-year buildout? How much staff time would be required? Is the developer to pay for staff costs? When would such fees be paid? Is payment to be a condition of project approval? None of these questions is addressed.

Similar uncertainties regarding feasibility, effectiveness and enforceability are present with respect to other proposed biological mitigation for elimination of willow riparian forest, freshwater marsh habitat, alkali meadows, seeps, stock ponds, perennial creeks and special status plant and wildlife species. In every case, the Draft EIR fails to make clear whether the mitigation listed is mandatory and must be made a condition of project approval, fails to specify the elements of the mitigation program and the precise responsibilities of the developers in order to comply with the mitigation requirements and fails to identify the agency responsible for monitoring and enforcement. (See Draft EIR, pp. 11-43 - 11-59.)

In a number of cases, the Draft EIR also improperly defers development of biological mitigation to later studies (e.g., preparation of a mitigation plan for alkali meadow losses [p. 11-47], preparation of mitigation plan for tricolored blackbird habitat losses [p. 11-54] and wetland delineation and mitigation plan [pp. 11-45 - 11-48]). Part II of these comments describes additional deficiencies with respect to the consideration of biological mitigation.

In a number of other areas, the mitigation is uncertain or left unresolved. For example, it is not clear whether the EIR is requiring as a condition of project approval that the project be redesigned to provide a minimum setback from the PG&E Right-of-

Way. It makes contradictory statements in this regard and also requires that homeowners be notified of potential health hazards from electromagnetic fields. However, notice is not mitigation for potential health effects.

In discussing mitigation measures, the Draft EIR also fails to quantify landfill capacity in relationship to project and cumulative solid waste generation; fails to consider the possibility of offset requirements for traffic-generated air emissions; fails to consider possible lead and other contamination of detention basin soils used as playgrounds; fails to determine whether grease traps or detention basins, respectively, would adequately protect water quality; fails to indicate whether the Louis Burke house must be protected as a condition of project approval; and fails to identify the responsible party for determining the significance of any cultural resources encountered in the realignment of Windemere Parkway. These and other problems with the mitigation analysis are discussed in greater detail in Parts II and III.

The Draft EIR also violates CEQA by deferring consideration of a number of mitigation measures to later studies. In addition to the deferred studies listed above with respect to the biological mitigation, the EIR defers study of required wastewater, potable water and recycled water facilities; location, planning, design and maintenance of stormwater detention basins; design plan for creek improvements; and golf-course and drainage system design plan. Part II lists additional examples of major studies and analyses deferred to later stages of project approval.

VI. INADEQUATE CONSIDERATION OF GROWTH-INDUCING IMPACTS

A draft EIR must discuss the potential of the proposed project to promote, either directly or indirectly, economic or population growth, or the construction of additional housing, in the surrounding environment. (14 CCR § 15126, subd. (g); Pub. Resources Code § 21100, subd. (g).) The analysis must evaluate those characteristics of the project that may encourage or facilitate activities that, either individually or cumulatively, may be growth inducing. (*Ibid.*) For example, population increases may further tax existing community facilities and so consideration must be given to this impact. (*Ibid.*) Similarly, the expansion of a waste water treatment plant could accommodate new development and thereby trigger growth-related impacts. (*Ibid.*)

The Draft EIR's "analysis" of the potential growth inducing impacts of the project consists of a cursory one page discussion. (See Draft EIR, p. 17-2.) The Draft EIR includes this abbreviated treatment despite the fact that: 1) this is the largest development project proposed in the history of Contra

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(cont.)

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Costa County; 2) the project site lies at the edge of vast open space lands to the east intended to be protected from premature conversion to urban development; 3) the Tri-Valley region already suffers from an inadequate public service infrastructure, including transportation, sewer and water systems; 4) the project would convert a significant portion of the lands designated for urban development by the County General Plan; 5) the project would require extensive infrastructure improvements and increases in service capacity; and 6) would introduce almost 30,000 people into a currently uninhabited area.

The Draft EIR simply states the obvious conclusion that the conversion of the project site from open space to urban uses and the extension of urban services into the area will create growth pressures. The EIR does not discuss, however, the specific nature of the growth inducing impacts, whether such impacts should be considered significant, or the availability of mitigation measures to address such impacts.

A conclusory statement devoid of analysis and explanation does not foster informed decision-making and does not permit meaningful public participation. The EIR must be revised to include a meaningful discussion of the potential growth-inducing impacts of the project. Some of the issues which should be addressed in this analysis are identified in Part II.

VII. FAILURE TO EVALUATE IMPACTS ON ENERGY CONSUMPTION

CEQA requires that an EIR propose mitigation measures "to reduce wasteful, inefficient, and unnecessary consumption of energy." (Pub. Resources Code § 21000, subd. (c).) To satisfy this obligation, the Guidelines provide that an EIR must "include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy." (Guidelines, Appen. F.) If a project will "[e]ncourage activities which result in the use of large amounts of fuel, water, or energy in a wasteful manner" it will "normally have a significant effect on the environment." (Guidelines, Appen. G.)

Appendix F of the Guidelines, which is entitled "Energy Conservation", states that the project description may include the "[e]nergy consuming equipment and processes which will be used during construction [and] operation . . . of the "project", the "[t]otal energy requirements of the project by fuel type and end use", "[e]nergy conservation equipment and design features", and "[i]nitial and life-cycle energy costs".

Appendix F also sets forth a list of energy related environmental impacts, which include the "degree to which the project complies with existing energy standards" and the "estimated energy consumption of growth induced by the project."

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In addition, Appendix F describes potential mitigation measures as those which would reduce "wasteful, inefficient and unnecessary consumption of energy", and the "siting, orientation, and design to minimize energy consumption, including transportation energy."

Despite the express requirement that energy impacts be considered, the Draft EIR fails to include any discussion of the issue. Elements of the project which should be discussed in this context include, but are not limited to: 1) inadequate commercial uses to serve the development, requiring increased trips out of the area; 2) excessive grading; 3) energy efficient building design; 4) localized jobs/housing balance as a means of reducing traffic generation; 5) alternative transportation systems; and 6) energy demands of off-site water and sewer service improvements necessary to serve the project. This issue is discussed further in Part II.

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VIII. INADEQUATE CONSIDERATION OF CUMULATIVE IMPACTS

CEQA explicitly requires that an EIR find that a project may have a significant effect on the environment if "[t]he possible effects of a project are individually limited but cumulatively considerable." (Pub. Resources Code § 20183, subd. (b).) The CEQA Guidelines define "cumulatively considerable" to mean "that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (14 CCR § 15065, subd. (c).)

The CEQA Guidelines further specify that an adequate discussion of cumulative impacts include a listing of "past, present, and reasonably anticipated future projects," a "summary of the expected environmental effects" of the relevant projects and a "reasonable analysis of the[ir] cumulative impacts." (14 CCR § 15130, subd. (b).)

The courts have vigorously enforced the obligation to discuss cumulative impacts. In *San Franciscans For Reasonable Growth v. City and County of San Francisco* (1984) 151 Cal.App.3d 61 [198 Cal.Rptr. 634], the court called the cumulative impact analysis "vital" and concluded that an inadequate cumulative impact analysis subverts an agency's ability to adopt appropriate and effective mitigation measures and skews its perspective concerning the benefits of particular projects. (*Id.* at pp. 73 and 80; see also *Kings County Farm Bureau v. City of Hanford*, *supra*, 221 Cal.App.3d 692; *Mountain Lion Coalition v. California Fish & Game Comm'n.* (1989) 214 Cal.App.3d 1043 [263 Cal.Rptr. 104]; *Citizens to Preserve the Ojai v. County of Ventura* (1985) 176 Cal.App.3d 421 [222 Cal.Rptr. 247].)

The Draft EIR's treatment of cumulative effects falls far short of the legal standards for an adequate analysis. The deficiency is particularly serious in this case given the magnitude of the proposed project, which will alone have a significant regional impact.

The initial problem with the cumulative impact discussion is its failure to clarify the basis for the analysis. The Draft EIR identifies five specific projects that were included in the analysis and indicates that ABAG projections, revised by a planning consultant were also used. (See Draft EIR, p. 17-4.) The geographic area considered in the cumulative impact analysis, the total number of projects included, and the exact nature of the ABAG projections are not set forth. The EIR does not indicate whether the five projects listed include all past, present and reasonably foreseeable projects included in the analysis. It also appears from the discussion that the EIR utilized different cumulative growth assumptions depending on the subject area considered.

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At a minimum, the EIR must set forth in clear and understandable terms: 1) the complete list of past, present and reasonably foreseeable projects included in the cumulative impact analysis; 2) describe any other projections used in the analysis; and 3) indicate the geographic area covered in the analysis. In the absence of this information, it is impossible for decision-makers or the general public to evaluate the assessment of cumulative effects.

Throughout the analysis of cumulative effects, the Draft EIR also fails to describe the cumulative impacts in specific, quantitative terms. The general qualitative analysis presented prevents a proper assessment of the magnitude of the potential impacts, and precludes an identification and development of appropriate mitigation measures. Probably the best example of this problem occurs in the discussion of public service impacts.

The Draft EIR fails to quantify cumulative impacts on sewer and water capacity. This is an especially serious omission given the very real capacity problems in the region. It is not at all clear that sufficient capacity will be available to prevent service level impacts even if the infrastructure improvements discussed in the EIR are constructed. The EIR must discuss in quantitative terms the potential cumulative impacts on public services. This issue is discussed in greater detail in Parts II and III of these comments.

IX. INADEQUATE CONSIDERATION OF ALTERNATIVES

In considering alternatives to the proposed project, the CEQA Guidelines state: "The key issue is whether the selection and discussion of alternatives fosters informed decision-making

and informed public participation." (14 CCR § 15126, subd.(d)(5).) The courts have interpreted this requirement to mean that an EIR must explain in reasonable detail a range of alternatives to the proposed project and, if the applicant finds them to be infeasible, the reasons and facts in support of such conclusions. (See *Laurel Heights Improvement Ass'n v. University of California*, *supra*, 47 Cal.3d at p. 406.)

The Draft EIR failed to select a reasonable range of alternatives. The only off-site project considered was the development of a similar open space area to the south, the so-called East Dublin alternative. The EIR should consider development of vacant land within the existing urbanized Tri-Valley area. Such an in-fill alternative is supported by Contra Costa County General Plan and LAFCO policies, and would avoid or significantly reduce most of the major impacts associated with the project. The single East Dublin off-site alternative does not represent a reasonable range of alternatives.

The EIR should also consider development of the project site under the San Ramon Specific Plan. This alternative would also reduce a number of impacts of the project and is clearly a feasible alternative to the proposed project given the parallel planning process currently underway. This issue is described in more detail in Part II.

X. DRAFT EIR MUST BE RECIRCULATED

CEQA requires recirculation of an EIR whenever "significant new information" is added to a report or where there are "substantial changes" to the initial draft. (See Pub. Resources Code § 21092.1 and *Sutter Sensible Planning v. Sutter County Board*, *supra*, 122 Cal.App.3d 813.) Because the failure to recirculate eliminates essential elements of the CEQA process, the Sutter court stated that the failure to recirculate an EIR turned the process of environmental evaluation into a "useless ritual" which could jeopardize "responsible decision-making." (*Id.* at p. 822.) Both the opportunity to comment and the preparation of written responses to those comments are crucial parts of the EIR process.

The Sutter court held that the failure to include all significant information in the original document denied the public the "opportunity to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom." (*Sutter Sensible Planning v. Sutter County Board*, *supra*, 122 Cal.App.3d at p. 822.)

The Sutter decision makes clear that recirculation is required not only when new significant impacts are found, but also when significant new information is added to the document. The public must have the opportunity to test, assess and evaluate

the agency's analysis. It is not enough to merely have the opportunity to review the conclusions. (*Mountain Lion Coalition v. California Fish & Game Com'n*, *supra*, 214 Cal.App.3d 1043.)

In *M.M. Homeowners v. San Buenaventura County* (1985) 165 Cal.App.3d 357 [212 Cal.Rptr. 127], the court noted that "[i]n reviewing an EIR a paramount consideration is the right of the public to be informed in such a way that it can intelligently weigh the environmental consequences of any contemplated action and have an appropriate voice in the formulation of any decision." (*Id.* at p. 365; citation omitted.)

Recirculation of the EIR is also required in order to assure that responses will be prepared by the lead agency to all comments. "The policy of citizen input which underlies the act supports the requirement that the responsible public officials set forth in detail the reasons why the economic and social value of the project, in their opinion, overcomes the significant environmental objections raised by the public." (*People v. County of Kern*, *supra*, 39 Cal.App.3d 830.) The responses to comments play a vital role in insuring the integrity of the process by precluding stubborn problems or serious criticism from being swept under the rug. (*Ibid.*)

Responses to comments play such an important role in the environmental evaluation that the CEQA Guidelines spell out the agency's duty to avoid pro forma responses:

"In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice." (14 CCR § 15088, subd. (b).)

CEQA is much more than simply a presentation to the public of the lead agency's environmental analysis. Public comments and responses to comments are equally essential ingredients of a valid EIR. As one court observed:

"CEQA compels an interactive process of assessment of environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes and effect of a consistently described project, with flexibility to respond to unforeseen insights that emerge from the process." (*County of Inyo v. City of Los Angeles*

PART II

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(1984) 160 Cal.App.3d 1178, 1185 [207 Cal.Rptr. 425, 429].)

Failure to recirculate an EIR when there is significant new information or a substantial change is fatal to the process. The final EIR will not be valid because essential components have not been included. California courts have not hesitated either to protect the right to comment or to enforce the duty to prepare responses. Recirculation of an EIR is consistent with CEQA's fundamental purpose: to provide information about environmental impacts. Failure to recirculate deprives the decision-maker of comments from responsible agencies and members of the public and of written, reasoned responses to those comments.

There can be no question that significant new information and analyses will be required in order for the Draft EIR to comply with CEQA requirements and to respond to these comments. Beginning with redefinition of the project and clarification of the subject of the environmental review, the EIR will require major revisions and additional analysis. Under these circumstances, the public must be afforded an opportunity to review and comment on the revised document.

XI. CONCLUSION

The Draft EIR fails to comply with CEQA standards in a number of significant respects. The deficiencies in the document are particularly disturbing in the context of this project, the largest development in the County's history. Local 159 urges the County to consider these comments and carefully explore all potential effects associated with the project prior to taking action.

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July 29, 1992
TRA FILE: LDGP

Mr. Daniel L. Cardozo
Adams & Broadwell
1875 South Grant Street, Ste 600
San Mateo, CA 94402

RE: Comments on Dougherty Valley General Plan Amendment Specific Plan, and Related Actions Draft Environmental Impact Report

Dear Mr. Cardozo:

At your request I have reviewed the Draft Environmental Impact Report for the Dougherty Valley General Plan Amendment, Specific Plan, and Related Actions. My review has included the following additional documents:

- Dougherty Valley Growth Management and Specific Plan Draft and Final EIRs prepared for the City of San Ramon,
- the Dougherty Valley Steering Committee of the San Ramon Planning Commission's staff report (June 30, 1992),
- An Analysis of the Existing Balance Between Affordable Housing and Employment in the Tri-Valley, the 1987 report prepared by Gruen Gruen and Associates,
- the Dougherty Valley Draft Specific Plan (April 1992),
- the scoping letters for the County's EIR (generally dated in May, 1991),
- the LSA survey of Windemere Streams and Wetland Areas within U.S. Army Corps of Engineers Jurisdiction (report dated August 13, 1990),
- the LSA survey of Gale Ranch Streams and Wetland Areas within U.S. Army Corps of Engineers Jurisdiction,

and other reports, as listed on page 1-7 of the Draft EIR.

The Specific Plan analyzed in the Draft EIR is truly a massive project, encompassing nearly 6,000 acres of land on which are proposed 11,000 residential dwelling units, 760,000 square feet of commercial/office/public community center space, 7 schools, a fire station, golf courses, neighborhood and community parks. With a buildout population projected at 29,000 the Dougherty Valley development would be larger than many small towns in California. Buildout is expected to occur over 15 to 20 years.

The project applicants claim that a development of this size is necessary to support a purported fiscal benefit to the County which only occurs on full buildout. The City of San Ramon was originally the lead agency for the project under a Memorandum of Understanding (MOU) between the City and the County of Contra Costa. Under the MOU, the project site would have eventually been annexed and the project developed within the City of San Ramon. The County withdrew from the MOU and decided to process the project under a completely separate CEQA process because of concerns by the project proponents that the City of San Ramon slope protection ordinance (Ordinance 197) would limit the size of the development to as few as 3,500 units.

The project is highly controversial because of its large-scale conversion of open space outside any urban service district, and its significant, unavoidable traffic and air impacts. In view of the scale and degree of controversy surrounding the project, the current EIR is inadequate to resolve many key issues. This is particularly true since the EIR is intended as a project EIR, and not a program EIR on a General Plan Amendment or Specific Plan to be followed by subsequent environmental review of actual site development plans for each phase of the development.

My comments are grouped into general criticisms of the Draft EIR and specific comments on the EIR sections.

A. General Comments

1. The impact evaluation and mitigation provisions are not specific enough for a project-level CEQA review.

The Draft EIR states that:

"This EIR has been prepared as a project EIR intended to address all actions and entitlements necessary to approve and construct the project through its final buildout." (p. 1-8.)

Based on the list of approvals required for the project on pp. 1-6 and 1-7 of the Draft EIR, the current EIR is intended to support approval of preliminary and final development plans, subdivision maps, site plans, grading permits, as well as a Streambed Alteration Agreement from CDFG, a Federal Clean Water Act Section 404 permit and any and all other approvals necessary for development. In its present form, the EIR project description is not adequate for a project-level EIR and the impact analysis does not provide the specificity required in a project-level environmental review.

The project description does not qualify as a "project level" project description. The project description in the Specific Plan simply shows broad areas of prospective land uses (Figure 3-4 of Draft EIR). There are no site development plans or subdivision maps, as would be required for a rezoning and subdivision EIR. The project description must specify features of the project as listed below in order for the impacts of the project to be fully evaluated:

- location and size of reservoirs for water and fire suppression storage

- offsite routings for utilities such as water pipelines, aqueducts, sewer lines, pump stations between the service provider and the project site

- re-design of project neighborhoods to avoid the land use conflicts shown on Figure 4-9 and described on p. 4-36

- locations of buildings with respect to landscaping and fencing

- wetland mitigation sites

- rights-of-way and grades for light rail and road improvements

I provide further discussion of the specificity issue below under the Project Description and Vegetation and Wildlife section comments.

2. The EIR does not provide full disclosure for a project-level EIR.

The Draft EIR discusses some impacts of the project with the assumption that there is an underlying site development plan, phasing plan, and/or subdivision map, yet such plans have not been included in the EIR. The omission of these items from the EIR makes the project definition inadequate and prevents full disclosure of project-level impacts. If the EIR is intended to encompass the impacts of these plans, then they must be included or described in the EIR.

3. A mitigation monitoring program is not included for review at the Draft EIR stage.

The Draft EIR states that the mitigation measures presented for each chapter could be incorporated into a mitigation and monitoring program at the Final EIR stage (p. 1-8). However, when a mitigation and monitoring program is not included in the Draft EIR, the public is deprived of an opportunity to review and comment on this critical component of the environmental documentation. For a project of the magnitude of the Dougherty Valley Specific Plan that will require a commitment of public agency resources spread over 20 years, it is critical that the implementation, funding, and monitoring/enforcement responsibilities be spelled out at the Draft EIR stage. This point was also made in the scoping letter from Caltrans (letter to Jim Cutler, dated May 30, 1991), which stated that "all mitigations should be fully discussed... and should include... financing, scheduling, implementation responsibilities and monitoring responsibilities."

The Draft EIR should include the detailed provisions of the monitoring program in order to allow the program to be subject to public review and comment before the measures are adopted. Otherwise, it is impossible for either the public or the agencies responsible for implementation or oversight to determine whether the proposed mitigation is appropriate, adequate, feasible or within their jurisdiction.

Many mitigation measures described in the EIR are left to the discretion of the developer without oversight or proper performance standards. There is

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no assurance that these measures will be implemented or will be effective in eliminating or reducing project impacts. Some of these measures include:

- preconstruction field surveys for active raptor nests (Measure 11.12)
- preconstruction field surveys for badgers (Measure 11.16)
- maintenance of a 300-foot buffer zone around raptor nests (Measure 11.12)
- construction of a bridge structure with no disturbance of the creek area (Measure 11.17)
- prevention of fill material from entering the stream (Measure 11.19)
- replacement of wetland area lost to road construction by creating replacement wetland habitat of equal value (in quality and quantity) (Measure 11.23)
- a hazardous substance control program for construction activities to reduce potentially significant impacts on water quality caused by a chemical spill (Measure 10.5)
- restoration of native habitat types, especially wetland, riparian and oak woodland types, for key areas within the scenic corridor to create greater diversity of high-quality visual resources in the planning area (Measure 15.6)
- setbacks for all roads in creek corridors to a minimum of 150 feet between the creek centerline and the edge of the road and maintenance of native vegetation buffers in setback areas (Measure 15.17)

Many of these and other measures listed in Table 2.1 of the Draft EIR are vague and speculative. They are not defined in enough detail to be made conditions of project approval or to be enforceable. As described in Table 2.1, many of the mitigation measures provide little specific guidance to the project proponents as to how they should be performed, and no assurance that they will ever be carried out. To be workable, the EIR must specify for each measure:

- the timing of the measure with respect to each phase of the project
- the steps the applicant must take to accomplish each measure (e.g. for Measure 15.6, saving topsoil and native plant materials from the very beginning of grading, the locations where the materials should be collected, the means of storage and propagation, the length of time they will need to be cultivated, irrigated, weeded, and monitored for replacement of non-survivors.)
- who will perform the work for the Applicant and who will be present to monitor it over the necessary periods of time.

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In addition, unless the EIR discusses who will provide oversight and enforcement, there is no guarantee that any of the proposed mitigation measures will ever be enacted. Unless the strategy for carrying out each measure is spelled out in enough detail to demonstrate its likely success, the EIR is incorrect in reaching the conclusion that an impact will be "less than significant after mitigation."

6. Cumulative impacts are not quantitatively addressed, particularly for public services.

The cumulative impact analysis identifies 5 specific projects and states that the impact analysis is based on a cumulative land use projection from ABAG refined by an economic and planning consultant. The Draft EIR states that the

"cumulative projection forms the basis of the quantitative cumulative impact analysis for the circulation, air quality, and noise sections of the EIR and the qualitative analysis of cumulative impacts of the other sections". (p. 17-4)

The so-called qualitative analysis of important impacts such as the land use effects and effects on public services and utilities is extremely general and cursory. This analysis is inadequate as an analysis of cumulative impact for a project the size of the proposed Dougherty Valley development, which will make a major contribution by itself to cumulative impact.

For example, the impact of the Dougherty Valley project on the wastewater treatment capacity at Central San or TWA is strongly dependent on the amount of cumulative demand on these systems from other projects. The analysis of the project impact on Central San showed that the plant has been expanded in capacity from 35 to 45 mgd average daily dry weather flow (p. 5-1 of Draft EIR). The City's EIR reported that the average dry weather flow through the plant had been 38 mgd, leaving only 7 mgd of available capacity. The Dougherty Valley project alone would consume 2.9 to 3.1 mgd of the 7 mgd of additional capacity (p. 5-33).

The cumulative impact scenario was reported in the traffic section to be 70,000 new residents and 184,000 jobs, not including the project (p. 6-16). With the project, there would be 99,000 new residents and 186,500 new employees in the Tri-Valley area. According to the Draft EIR, the Contra Costa County Community Development Department reported that the 10 mgd of additional capacity could serve an additional 100,000 residents (p. 5-1). It is clear that with the wastewater contribution from new employment and 99,000 new residents, the capacity of the plant would be exceeded. The Draft EIR states that connection of the project to Central San would reduce the impact on wastewater services to non-significance. It is clear that when cumulative impacts are considered, the impact of the project on wastewater disposal services would be significant.

The Draft EIR must include a quantitative analysis of cumulative impacts on all relevant environmental factors which shows the magnitude of the impact from each project being considered as part of cumulative development. The magnitude of impact must be shown in relation to the quantitative impact of the proposed project to show whether the cumulative effect will produce

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unacceptable levels of impact. In particular, the EIR should contain a quantitative analysis of cumulative impacts on water supply, wastewater treatment capacity, schools, fire and police protection services.

5. Improper reliance on future studies.

The Draft EIR improperly defers a number of studies and analysis of issues that will affect the overall feasibility of the scale of development as proposed. Major studies that are deferred include:

- erosion control and rehabilitation plan (p. 9-24)
- detailed geotechnical study including identification of liquefaction-prone areas (p. 9-23)
- detailed mitigation plan to compensate for the loss of tricolored blackbird nesting and foraging habitat (p. 11-54)
- management plan for open space areas (p. 11-39)
- wetland delineation (p. 11-45) and wetland mitigation plan (p. 11-48)
- detailed grading plan (p. 9-20)

It is proper to defer issues to further studies only when those studies are appropriate to conduct at the actual site development stage. For example, the pre-construction burrowing owl surveys (p. 11-52) and raptor nest surveys (p. 11-53) are appropriate to do immediately prior to construction because the location of owl and raptor nests change from year to year. Identification of nest sites at this time, and provisions to defer construction in certain areas until the nesting season is over, would not necessarily be effective for the year of construction.

On the other hand, issues affecting the overall feasibility of the project, as proposed, or the location of particular land uses within the Specific Plan, must be resolved at the Specific Plan EIR stage. Such issues include the delineation of wetlands and identification of viable wetland mitigation sites as well as the identification of geotechnical hazards such as liquefaction. These features affect both the size and location of areas proposed for various types of development in relation to those left in open space and are critical to defining the Specific Plan which is actually adopted. The management plan for open space areas will also have a direct bearing on whether these areas will continue to function as viable open space or will be degraded through urban impacts.

Sundstrom v. Mendocino County (1988) 202 Cal.App.3d 296 [248 Cal.Rptr. 352] indicates that studies which affect fundamental site planning issues must be resolved as early as possible in the project planning process, at a point in time where true flexibility remains. The EIR must include all studies which fundamentally affect site planning. In addition, modifications to the project which affect site planning, or the implementation of other mitigation measures, may have impacts of their own which the EIR must disclose.

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Several of the deferred studies relate to development of mitigation plans for various resources. For a project-level EIR, the mitigation must be fully defined to a level that can be adopted as conditions on the project. The absence of such studies precludes the full development of the mitigation measures sufficient to show how the mitigation can be carried out.

For example, the location and extent of tricolored blackbird nesting colonies and foraging habitat on the property are known. There is no reason to defer the mitigation plan to the future. In particular, such a mitigation plan should be a part of the project EIR, which must definitively resolve all project-related issues.

The mitigation plan for the blackbird is intended to be developed under the direction of the USFWS and CDPQ. Since no plan has been developed, there is no guarantee that a plan can be devised that is both practical to implement and will satisfy the mitigation requirements of the resource agencies. For example, no suitable mitigation site to replace the existing nesting colony may exist that is feasible for the applicant to propose. The EIR must include such a mitigation plan to the satisfaction of the resource agencies before the EIR can conclude, as on p. 11-55, that Mitigation Measure 11.13 would reduce the impacts on the tri-colored blackbird to a level of insignificance.

Policy 10-21 of the Safety Element of the Contra Costa County General Plan states:

"Approvals to allow the construction of public and private development projects in areas of high liquefaction potential shall be contingent on geologic and engineering studies which define and delineate potentially hazardous geologic and/or soils conditions, recommend means of mitigating these adverse conditions, and proper implementation of mitigation measures." (p. 9-18 of Draft EIR)

Based on Policy 10-21, the evaluation of liquefaction hazards and the demonstration of adequate, specific measures to deal with such hazards are required prior to project approval, and cannot be deferred until after the EIR is certified.

6. Failure to identify and assess all impacts.

The EIR does not identify the impacts associated with the provision of services to project, including:

- several water storage reservoirs, totalling 23 million gallons and their impacts
- the light-rail extension through the Dougherty Valley
- pipelines (gravity or force mains) to convey wastewater to the wastewater treatment plants and treated effluent back to the site

Each of these projects are essential to the feasibility of the project and/or the mitigation of project impacts. CEQA requires that where a mitigation measure itself produces impacts, these impacts must be addressed (CEQA Guidelines, § 15126, subd. (c).)

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The water storage reservoirs and pipelines must be considered a part of the proposed project since without these facilities, the project cannot be built. The light rail extension is a related project which is a key element in reducing the traffic impact of the Dougherty Valley development. Yet each of these projects will have substantial impacts of their own which were not evaluated in the present EIR.

The construction of light rail lines will cause land use and traffic disruptions during a construction period that could extend over several years. The construction and operation of the light rail system to and through the project site will produce numerous impacts, including noise, aesthetics, land use and public safety concerns. The scoping letter from the City of Dublin (5/21/91) also requested a consideration of these impacts. Other potentially significant impacts include erosion and removal of vegetation and wildlife habitat. There may also be traffic disruptions when construction involves road crossings. Since light rail is supposed to be an integral part of project traffic mitigation, the EIR must address the impacts of light rail construction and operation.

The construction of sewer and water pipelines will also produce land use, geologic, and biological impacts that must be addressed in the EIR. The EIR should also address the public health issues of leakage from sewer lines contaminating soil and groundwater.

The reservoirs will have land use impacts, public health and safety impacts (mosquito breeding, risk of drowning), and seismic safety hazards. For a project-level EIR, the location of the reservoirs must be described, the impacts fully evaluated and mitigation identified.

B. Comments on Draft EIR Sections

1. Project Description.

The project description is inadequate to support project-level review of the Dougherty Valley development. Phasing is particularly critical in the buildout of a major project that is scheduled to be constructed over two decades. However, the Draft EIR pays minimal attention to project phasing, with only a vague discussion of how development is to start in the northwest and southeast portions of the site simultaneously, and work toward the middle of the site. This ill-defined characterization of project phasing serves only to show that there are two developers of the property, Shapell and Windemere, both of whom seek to build at the same time and make money from the sale of residential units as soon as possible.

The phasing of the project must be described in much greater detail since a number of significant issues, as of now unresolved, depend upon the sequence of development. The staging and financing of infrastructure improvements and grading plans are examples of two significant issues affected by project phasing.

a. Infrastructure: The project will require extensive infrastructure improvements including a potable water distribution system, recycled wastewater distribution system, water storage reservoirs, drainage improvements, a road system, fire station and schools. Throughout the Draft EIR, the discussion of infrastructure is based on the ultimate development of

11,000 units and 760,000 square feet of commercial and public facilities (not including schools). Development on this scale raises issues regarding the timing and fiscal feasibility of infrastructure improvements necessary to serve full buildout when project construction is scheduled to occur over a 20 year period.

The cost of the new infrastructure will be immense. The EIR must demonstrate the relationship of the timing of infrastructure installation and its financing to the probable realistic phasing of the project. The analysis must show the impact on local government and other public agencies of financing capital improvements for the full-scale project when revenue is being generated from only the initial phases of the project. For the proposed mitigation to be workable, the EIR analysis must demonstrate that the project will contribute the revenue to pay for public service improvements before the project creates the demand for the increased service.

For example, Brown and Caldwell, in studying water and wastewater facilities for the project, estimated the cost of the recycled water, potable water, and wastewater collection systems alone at \$58.4 million (see Tables 7-1 through 7-3 of Appendix E to the Draft EIR). Note that these costs do not include the costs of expanding the wastewater treatment plant and sludge handling facilities by either Central San or Tri-Valley Wastewater Authority (TWA), or expanding the Suisun Bay outfall pumping capacity for Central San. The EIR also does not consider the cost of constructing a recycled water pipeline from either the DRVSD or Central San wastewater treatment plants to the Dougherty Valley.

The cost of the onsite water and sewer facilities alone, when spread over 11,000 units, amounts to over \$5,300 per unit. Many of the facilities, such as storage reservoirs, cannot be built piecemeal, but must be installed at the outset to serve the ultimate development. The cost of these facilities, when spread over only the initial phases of development, would be several times higher. If the economics of financing the infrastructure only work out favorably for the ultimate project and not for the individual phases, then an unacceptable public service impact may occur. In addition, a fiscal analysis showing the effect of each phase could show that the project as a whole is infeasible, since earlier phases may not generate enough revenue to pay for infrastructure that must be sized to serve the ultimate project.

For example, in order for the transportation system improvements to be effective to mitigate project impacts, the improvements must be shown to be adequate for each successive phase of the project, as well as for the ultimate project. The EIR must analyze how traffic improvements will be installed, on a system-wide basis, phase by phase. The City of Danville, in commenting on the San Ramon EIR also asked for "the assurance that transportation infrastructure will be in place to accommodate whatever level of development is approved and built in each phase," and a demonstration that "each proposed phase of development in the Dougherty Valley will not result in unacceptable levels of service in San Ramon and throughout the Tri-Valley." This showing is a legal requirement under the Growth Management Element of the County General Plan.

The Draft EIR contains no independent fiscal analysis except the Brown and Caldwell analysis of water and sewer systems within the project site itself (Chapter 7 of Appendix E). The Draft EIR relies to some extent on the

San Ramon EIR, which included a partial fiscal analysis. However, that analysis considered only the operating costs and revenues from the project and not the capital cost of infrastructure. Even this incomplete fiscal analysis demonstrated that a net revenue surplus would not exist prior to buildout of the later phases of the project. Since the San Ramon EIR fiscal analysis is itself incomplete, it is not a proper justification for approving an 11,000 unit project.

The infrastructure improvements may be implemented either by the developer paying for and constructing the infrastructure directly, or by the developer making a fiscal contribution to the agency that will construct the facilities. If the project does not pay its fair share of any new infrastructure cost, then either adequate facilities are not built and there is a degradation in existing service levels (e.g. traffic congestion), or the burden of paying for the improvements falls on the general taxpayers. A degradation in service levels is a physical and social impact. Increased public service costs are both an economic and social impact.

It is particularly important that an EIR on a project of this magnitude provide a fiscal analysis evaluating the ability of the project to finance the full cost of providing the public service infrastructure required by the project as well as its share of the cost of infrastructure improvements necessary to serve regional needs. The elements of infrastructure cost that should be included in the EIR fiscal analysis are:

Road and Highways

- road widenings, including freeway lanes
- intersection improvements
- changes in grade crossings for rail or utilities
- signalization and safety improvements
- transit improvements
- freeway interchanges

Potable Water Service

- improvements needed to increase water supply from the source, such as wells, pumps, pipelines, aqueducts
- water treatment facilities required by the provider, or expansions thereof
- water distribution and storage facilities from the provider to the project such as pipelines, pump stations, reservoirs, tanks etc.

Wastewater Disposal

- improvements or expansions at the sewage treatment plant to serve the project for treatment or storage
- additional service district transmission facilities from the project to the plant and from the plant to the discharge point
- additional requirements for sludge treatment, processing, conveyance and disposal
- additional facilities to convey reclaimed water from the service district to the project site

Storm Drainage

- storm drains, including offsite improvements
- stormwater detention facilities, onsite and offsite
- onsite and offsite creek and channel improvements needed to serve the project
- additional pollution control equipment needed onsite and offsite

Parks and Open Space

- park and open space acquisition and maintenance to meet County standards

Schools

- land acquisition
- new facilities construction to school district standards

Fire and Police Protection

- new equipment needed to serve the project including buildings, vehicles and special-purpose equipment
- additional manpower to serve the project

Other Public Facilities Costs Created by Project

- community facilities, libraries
- public hospital
- public service administration (social services, district attorney etc.)

The EIR's analysis of phased infrastructure improvements must show: (1) that adequate services can be provided for each phase; and (2) that public service systems will not fall below performance standards (e.g. for water quality or traffic levels of service).

b. Grading: The project proposes an immense amount of grading -- roughly 62 million cubic yards (Table 9-1, p. 9-5 of Draft EIR). This degree of earth-moving is supposed to be balanced onsite as cut and fill. The grading computations assume full grading of the whole site, and do not consider phasing. The EIR must address the question of how the grading is to be balanced internally within each phase of the development. Without relating grading plans to project phasing, there is nothing to prevent the entire site from being mass-graded at the beginning of the project. This would result in massively altered landforms, yielding denuded, erodible landscapes that would be exposed for years or decades until the last phases are built.

The cut and fill diagrams on pp. 9-6 and 9-7 cover the entire project site, and are not specific as to phase. These diagrams imply that the whole site will be graded at once. If the balanced cut and fill, per phase, is part of the detailed grading plan referred to on p. 9-20, then to adequately describe project grading, the detailed grading plan must be a part of the EIR.

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Since phasing is obviously a key attribute of the project, the EIR is deficient for not addressing the impacts of each phase individually, in addition to addressing the impacts of the ultimate project. The EIR must describe the impacts of each phase, as it occurs, and show that the impacts of each phase, individually and cumulatively, will be fully mitigated.

2. Public Services and Utilities.

The EIR is inadequate because the proposed mitigation for water supply and wastewater disposal impacts are gravely in doubt. The Draft EIR simply recommends as mitigation that the project proponent apply to the service districts to provide service without any demonstration that service could be provided at the level the project will need. The proposed mitigation measures 5.1 through 5.4 do not comply with CEQA because it has not been shown that these measures are feasible, effective, or enforceable.

The project mitigation also appears to in conflict with the Growth Management Element of the County General Plan, which requires that all utilities be in place before a development may proceed. Each of the EIR's conclusions that public service impacts are reduced to a level of insignificance with mitigation is false because that mitigation has not been proven.

a. Sewer service availability cannot be proven.

Measure 5.1: "The project proponents and the County should apply to the Contra Costa County LAFCO for and obtain annexation of the planning area to Central San" (p. 5-36.)

The project site is neither within the current sewer service area or sphere of influence boundary of Central San. While Central San has recently increased treatment capacity, a proper cumulative impact analysis would show that this capacity is currently more than committed to existing and future projects (see discussion of cumulative impacts, above). In addition, the proposed project would require the construction of additional facilities, including a force main, gravity sewer, pump station expansion, interceptor line expansion, expansion of sludge handling facilities and outfall pumping capacity. The impact of constructing these facilities has not been evaluated and their feasibility has not been assessed in light of the total and per unit cost to the project. At this point, service from Central San must be considered speculative at best.

Central San indicated in its comment letter on the San Ramon EIR that Central San may not be able to serve the Dougherty Valley. The same letter requested that the EIR compare the expected capacity at Central San's plant in the year of buildout of the first phase of the project with the flow from the first phase of the project. This analysis was not included in the EIR, and must be included.

Measure 5.2: "If obtaining wastewater service from Central San would be infeasible or if other reasons justify serving the project through another agency, the developers should apply to the Contra Costa County LAFCO and obtain annexation of the planning area to DSRSD for wastewater service" (p. 5-36.)

The Draft EIR stated that the DSRSD has an available capacity of 2.4 mgd, or less than the volume required by the project (2.5 to 3.1 mgd) (p. 5-33 of Draft EIR). The project is not now within the DSRSD service area and the Draft EIR stated that the project is outside the DSRSD's current service area and sphere of influence (p. 5-3). Even if the DSRSD were to annex the project to its service area, it does not currently have the capacity to serve the project.

The Draft EIR Table 2.1 lists the need for collection and treatment of 2.5 to 3.1 mgd of wastewater as "less than significant after mitigation." This conclusion is unjustifiable since the mitigation is itself speculative. Until such time as there is an executed agreement of a public agency to serve the project with sewerage, the impact of wastewater generation must be considered significant and unavoidable. The full demonstration that mitigation is available as stated must be made for a project-level EIR.

"Measure 5.3: The County should require the developers to provide the planning area's pro rata share of all offsite wastewater service improvements necessary to serve the planning area." (p. 5-36).

This measure is appropriate, but the EIR's conclusion that implementation of the measure would reduce the project's impacts to less than significant is incorrect. As stated above, the EIR contains no analysis whatsoever of the public service improvement costs. In order to justify a conclusion of non-significance after mitigation, the EIR must contain an analysis to show what the project's pro rata share of the costs would be, and that mitigation fees could be collected to pay for facilities in advance of the demand created by each phase of the project. Further, a project-level EIR must demonstrate that the developer has the willingness to sign mitigation fee agreements with each public service provider to pay the project's pro rata share in a timely manner.

b. Water service availability cannot be proven.

Measure 5.4: "The project proponents and the County should apply to the Contra Costa County LAFCO for and obtain annexation of the planning area to EBMUD." (p. 5-40).

Only 500 of the Dougherty Valley project's 6000 acres lie within the Ultimate Service Boundary of EBMUD. EBMUD, in their letter commenting on the San Ramon EIR stated that:

"[T]he District will object to any proposed extension of service to that portion of the proposed Dougherty Valley project that lies outside the Ultimate Service Boundary..." "Increasing governmental involvement and regulation of the District's Mokelumne rights and American River entitlements are severely limiting the ability to define the supply capacity available to the District under normal rainfall years as well as under drought operating scenarios." (San Ramon Final EIR, Letter 17.)

EBMUD has developed a Water Supply Management Program (WSMP) which does not contemplate serving the portion of the Dougherty Valley area lying outside the District's service boundary. Water supply capability issues are being addressed in the WSMP EIR due out in summer 1992. The EBMUD letter requested

that the Dougherty Valley EIR address the same issues to be addressed in their own MSMP.

The Draft EIR stated that the proposed project would require between 4.7 and 5.4 mgd of potable water and acknowledged that the projected demand on EBMUD within its existing service area will exceed its available supply even if EBMUD does not serve the Dougherty Valley (p. 5-37). However, the Draft EIR did not even discuss in quantitative terms existing demand on EBMUD water relative to supply.

The San Ramon EIR found that current EBMUD water availability totalled approximately 220 mgd which is equal to demand during drought. Its current demand under non-drought conditions would be 277 mgd, which exceeds a predictable drought supply by over 50 mgd (San Ramon Final EIR, p. 4.13-27).

The draft EIR must discuss all issues associated with EBMUD service to the project, including:

- a quantitative supply and demand analysis for potable water, over the lifetime of the project. The analysis should address current and projected supplies available to the District, and the supply in relation to the demand created by the existing service population, the project, and all other cumulative development
- the relationship of the Dougherty Valley project to EBMUD's Water Supply Management Plan, including long-term contingency planning to deal with continued or repeated drought
- the probability that the project site can be annexed to EBMUD in view of current EBMUD and LAPCO policies

In view of the constraints on EBMUD's supply, and EBMUD's stated policy of not annexing additional territory outside its Ultimate Service Boundary, it is doubtful at best that the proposed project could obtain its water from EBMUD. Certainly, there is no justification for the conclusion that applying to EBMUD for water service would guarantee potable water service to the area or reduce the impact on water supplies to a level of insignificance.

The Draft EIR states that "EBMUD may need to expand the following facilities to supply water to the planning area:

- Walnut Creek filter plant
- Danville pumping plant
- planning Danville pumping plant water mains
- Casteneda pump station
- Scenic East pumping station
- storage for the Scenic and San Ramon pressure zones.

The Draft EIR contains one sentence regarding the impact of all of these new facilities: "These improvements could have offsite impacts". If the listed facilities are necessary for the District to provide service to the project, then the EIR must address in detail the offsite impacts of expanding each of these facilities. Such impacts would include land use

effects, noise, use of hazardous chemicals, air emissions, dust, energy use, seismic and public safety hazards.

Measure 5.5: "If obtaining water service from EBMUD would be infeasible, the developers should apply to the Contra Costa County LAPCO for and obtain annexation of the planning area to the DSRSD for water service." (p. 5-40)

DSRSD's ability to serve the Dougherty Valley is also extremely uncertain. As stated in the Draft EIR, DSRSD contracts for water from the Alameda County Water Conservation and Flood Control District No. 7 (Zone 7). The maximum entitlement of water from Zone 7 to the Tri-Valley area is 46,000 acre-feet/year, but the agreement specifying this is due to expire on September 1, 1993 (p. 5-8). The Draft EIR does not even state how many acre-feet per year are currently being supplied to customers by DSRSD, and how much surplus water (if any) is available. Converting from acf/y to million gallons per day, 46,000 acf/y = about 41 mgd. The project alone would account for 11% to 13% of this amount of water.

There is no evidence to prove that DSRSD has the capability to serve the Dougherty Valley in the future, even if DSRSD has the willingness to serve. The volume of water available to DSRSD is uncertain and dependent on the renegotiation of an expiring agreement. For the EIR to be adequate, the analysis of service by DSRSD must include a quantitative analysis of the demand from existing and known future customers within the DSRSD service area. The analysis must consider all physical, legal and institutional constraints on DSRSD's ability to serve the project from the first phase to beyond buildout given all other cumulative demand on DSRSD's projected supplies. The EIR must realistically evaluate the probability that DSRSD could serve one or more phases of Dougherty Valley development while meeting County performance standards.

In the absence of such an analysis, the Draft EIR's conclusion (p. 5-42) that application to DSRSD would reduce water service impacts to insignificance and meet County public services performance standards is completely unsubstantiated.

c. School impacts are not fully mitigated.

The project at full buildout is estimated to generate 2,618 elementary school students, 1,241 middle school students, and 2,068 high school students. Respectively, this number of students would require the construction of 4 new elementary schools, 2 new middle schools and 1 - 2 high schools. The proposed mitigation in the Draft EIR is described only as "dedicating the land needed for the seven primary and secondary school facilities needed" and that "the Community Development Department should condition the approval of preliminary, final and neighborhood development plans on the availability of adequate school facilities...(to be indicated by) a 'will-serve' letter from the SRVUSD". (p. 5-56)

These two measures fall far short of adequate mitigation. The "dedication" of school sites implies that the school district will be obligated to purchase the sites from the developer, and to construct the schools. No mention is made of the developer's funding contribution to land or construction costs, surprisingly, not even the state-mandated impact fees of \$1.58 per square foot of residential development and \$.26 per square foot

of commercial development is discussed. Based on data from numerous other projects, state-mandated fees typically fall short by a factor of 3 or more of the actual cost of acquiring sites and constructing new schools.

The actual costs for new schools are in the neighborhood of \$40 million per high school (\$20,000 per student), \$20 million for a middle school (\$23,500 per student) and \$6 million for an elementary school (\$9,230 per student). At the school child generation rates given in the Draft EIR (p. 5-10), the cost per unit of providing school facilities for the project would average out to \$8,611 per unit. The state-mandated impact fee would be \$1,896 for a 1,200 square-foot unit (or 1/5 the amount required), and \$3,160 for a 2,000-square-foot unit, or 37% of the amount required to fully mitigate the impacts.

The San Ramon Valley Unified School District stated in their comment letter on the San Ramon Draft EIR that full mitigation of school impacts would be required of the Dougherty Valley development. There is now a strong legal basis from recent court decisions for school districts to require full mitigation of impacts from large residential projects. Under these decisions, the county has broad authority to withhold approval of a General Plan Amendment until the school financing issue has been completely resolved.

There are other compelling reasons why the lack of discussion of school financing for full mitigation is a major deficiency of the EIR. State funds for school construction, including those from recently passed bond issues, are all fully committed to existing projects. The State Office of Local Assistance reported that the current backlog of school facilities in the state is increasing at the rate of \$100 million per month, and to keep up with statewide school facilities demand, school districts throughout the state would have to build 3 schools per week for the next 10 years. Based on a report from local school district sources, it also appears that no further school bond issues will be on the state ballot for the foreseeable future. As a result, the full burden of funding for new schools will fall on local school districts.

The EIR should fully discuss the issue of school impact mitigation. The discussion should present a complete fiscal analysis of school construction and operating costs, and should also explain the mechanisms available to finance the needed facilities. A mitigation agreement between the developer and the school district should be a condition of project approval.

d. Need for managed open space.

The Draft EIR states as mitigation measure 5.27 that "The County should ensure that the open space areas depicted in Figure 5-6 would be managed by EBRPD or another appropriate agency." This is another example of mitigation that is overly speculative for a project-level EIR. It is not clear that EBRPD or other agency would take on the responsibility of managing privately owned land.

In a project-level EIR, this issue must be more fully addressed. The EIR must show that the measure is feasible and enforceable as a condition of approval. The discussion should consider whether the land will be retained in private ownership or dedicated to EBRPD. The EIR should identify and describe "EBRPD's current criteria for its 'regional open space' recreation area

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designation" (p. 5-59), and discuss how the project's proposed open space meets or fails to meet these criteria. The EIR should provide evidence that EBRPD will execute an agreement to manage these open space areas.

3. Transportation and Circulation.

a. Mitigation is speculative and cannot be made a condition of the project.

Mitigation measures 6.3a through 6.3d address the fact that LOS F "gridlock" conditions are expected along various segments of I-580 and I-680 due to the project plus existing traffic (with or without cumulative development within each of these corridors). These measures include implementation of enhanced transit service in the Tri-Valley Region, upgrading of S.R. 84 through Livermore, TSM measures to increase capacity of freeway corridors, and adoption of regional land use plans that address the jobs/housing issue. Such measures are largely out of the direct control of the project applicant and are difficult or impossible to tie to construction of the project.

If such measures are intended to provide mitigation, the EIR must provide a greater explanation of how these measures are related to the timing of the various phases of the project. The EIR must specify which measures are the responsibility of the project applicant and which measures are the responsibility of public agencies. The status and timing of all public agency measures must be identified.

b. Mitigation is not tied to phasing.

The EIR must provide an analysis to demonstrate that each phase of development of the Dougherty Valley will not result in unacceptable levels of service in San Ramon and throughout the Tri-Valley. This point was also raised by the City of Danville Transportation Manager in a comment on the San Ramon EIR.

c. The Draft EIR should have considered the location of schools as a means of reducing traffic impacts, as did the San Ramon EIR.

The San Ramon City Planning Commission's analysis of the City vs. County projects showed that the City's Specific Plan located elementary schools along the creek/trail corridors to encourage children to walk or bicycle to school. The County's plan does not include this feature. Since the location of schools will reduce the number of trips generated by the project, the County Plan and EIR should also discuss locating schools where it will be less likely that children will have to be taken to school by automobile.

d. Mitigation should address restructuring for jobs/housing balance via a via Bishop Ranch and Hacienda Business Park.

(See discussion under 9.d. Population, Housing and Employment, below.)

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4. Air Quality.

a. The discussion of construction emissions is incomplete.

Construction emissions cannot be considered a short-term impact, since construction will be ongoing over close to a 20-year period. The Draft EIR indicates that PM₁₀ emissions would be 352 pounds per day with a 10-acre site disturbance. PM₁₀ is a health hazard which can cause lung disease. The Draft EIR does not identify the downwind receptor zone for PM₁₀ emissions, or which current or future residents or other sensitive land uses could be exposed to health impacts. The EIR should address these issues and should describe the periods of time during which particular receptors would be exposed to dust and PM₁₀ over a 20-year period of time.

b. The significance of air impacts is understated in the Draft EIR.

The Draft EIR fails to mention that the proposed project will significantly interfere with the mandate of the California Clean Air Act that all air basins in non-attainment for ozone, PM₁₀ and other criteria pollutants achieve a 5% annual reduction in emissions until these basins are brought into compliance. The Bay Area air basin is a non-attainment air basin. Project emissions of ROG and NO_x are over 14 times the SAAQMD significance threshold of 150 lb/day (not 1 lb./day as stated in the EIR). Even after mitigation as described, the project alone will significantly worsen air emissions within the basin and significantly interfere with compliance with the law. The EIR should discuss the issue of the conflict with the California Clean Air Act.

c. Several of the air quality mitigation measures are incompletely defined and cannot be evaluated for feasibility.

Measure 7.13 states that:

"the project proponents should implement the transportation control measures contained in the Bay Area Air Quality Management District's Clean Air Plan" (p. 7-19),

These measures are apparently listed on p. 7-12 of the Draft EIR. Many of the measures listed are broad, general policies. Without a good deal more analysis of how these measures can be translated into conditions imposed upon the project, it is unclear how these measures could effectively function to mitigate the project's air impacts:

- implement procedures to prevent any net increase in stationary source emissions
- design programs to reduce the rate of increase in vehicle trips and vehicle miles traveled per trip
- implement programs to prevent any net increase in vehicle emissions after 1997.
- provide carpool incentives for employers and employees.

The EIR should analyze the specific steps necessary to accomplish each of these measures, and the project proponent's precise participation and responsibility in each of these steps.

5. Noise.

Noise mitigation could require restructuring the project. Mitigation for Camp Parks activities would affect the southern portion of the site. Mitigation for roadway and light rail impacts would affect other areas.

Mitigation measure 8.2 states that:

"to reduce noise to acceptable levels the project proponents should locate new residences and other noise-sensitive land uses outside the 60 db L_{dn} contour lines." (p. 8-25.)

The Draft EIR analysis of potential noise impacts is incomplete and inadequate. The EIR should identify and map the noise-sensitive land uses on the project. As noise impact mitigation, the EIR should show which residential areas, and how many units, would have to be dropped from the project to achieve noise mitigation. The EIR should also indicate whether this would represent a net reduction in units, or whether the units would be expected to be transferred to other areas of the property. The reduction or relocation of units should be made conditions of the project and a new plan should be prepared showing the reconfiguration that reflects noise mitigation.

If the units are to be relocated to preserve an 11,000 unit project, the EIR must discuss the impacts of increasing the density in other parts of the site. According to Figure 8-2, the areas within the 60 dB contour of Camp Parks are multi-family low and medium residential neighborhoods, the EIR should describe the impact of implementing noise mitigation on the provision of affordable housing within the project.

Mitigation measure 8.6 states that:

"The Army should relocate noise-generating activities so that noise from these activities does not exceed County noise standards at new noise-sensitive land uses". (p. 8-28.)

The Draft EIR finds that the noise impact caused by proximity to Camp Parks would be non-significant after mitigation. (p. 8-28.) This conclusion relies on the Army relocating its own activities, and is not supportable by substantial evidence.

Even though this measure is conditioned upon approval by the Army, it is probably impractical. The Army is a subdivision of the federal government and is exempt from County regulations. The Camp Parks facility predates the proposed project by many years and its activities take precedence over a developer's wishes. The Army conducts AICU studies to show areas where their activities would have impacts that limit or preclude certain types of development. The purpose of the Army's studies is to guide land use decisions to accommodate the Army's activities, not to force the Army to change its activities.

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6. Geology/Soils.

The project requires extensive mass grading since the entire site is steep and composed of landslides. The project is inconsistent with County policies listed on p. 15-11 of the Draft EIR:

- "Policy 9.11: ...Slopes of 26 percent or more shall be protected and are generally not desirable for conventional cut-and-fill pad development. Development on open hillsides and significant ridgelines shall be restricted.
- "Policy 9.12: In order to conserve the scenic beauty of the County, developers shall generally be required... to minimize damage to significant trees and other visual landmarks."
- "Policy 9.20: Hilltops, ridges, rock outcroppings, mature stands of trees and other natural features shall be considered for preservation."
- "Policy 9.21: Any new development shall be encouraged to generally conform with natural contours to avoid excessive grading."

In addition Contra Costa County Policy 10-29 of the Safety Element of the County General Plan states:

"Significant hillsides with slopes of 26% or more shall be considered unsuitable for types of development which require extensive grading or other land disturbance" (p. 9-18 of Draft EIR).

The mitigation measures outlined in Chapter 15 do not show how the project can be made to conform with the above policies. Thus, the mitigation is fundamentally inadequate since it does not reduce the truly phenomenal requirement for 62 million cubic yards of grading that the project will require. Sixty-two million cubic yards equals 38,430 acre-feet of grading, an average of 14 feet of earth moved on every acre of development.

The EIR should clearly indicate that significant mitigation of grading impacts is impossible when attempting to place 11,000 units on a site where half of the land lies in slopes steeper than 26%.

Mass grading is also inconsistent with San Ramon guiding policies (see p. 4-13.)

- Guiding Policy 3.1 (A) states that ridgelines and hillsides steeper than 20% slope shall be retained as open space.
- Guiding Policy 3.1(E) designates all land over 20% slope as open space to minimize mass grading and destruction of natural landforms, reduce the risk of landslides, and preserve open space.

Major portions of the project are in areas in excess of 20% slope (the precise acreage should be calculated and stated in the EIR). Note that the San Ramon Specific Plan would have required 20 million cubic yards less grading than the County Specific Plan.

The EIR should contain an analysis showing how many units could be accommodated on the site with two reduced grading scenarios: (1) avoidance of construction in all areas in excess of 20% slope (City standard), and (2) avoidance of construction in all areas in excess of 26% slope (County standard). The San Ramon EIR indicated that no more than 3,500 units could be accommodated on the site if areas of steep slope were protected.

The EIR should also discuss the realignment of Dougherty Road as considered in the San Ramon EIR as further grading mitigation. The option of relocating Dougherty Road closer to Alamo Creek would have eliminated 2.4 million cubic yards of grading, according to the San Ramon Planning Commission report.

7. Hydrology/Water Quality.

a. Stormwater Quality.

The EIR does not address specifically what actions will be required of Contra Costa County in approving the project in order to comply with the new Inland Surface Water Regulations of the California Water Resources Control Board (WRCB). The California WRCB has recently adopted Inland Surface Water Regulations, which set numerical standards for pesticides, solvents, and heavy metals for any kind of drainage discharge to surface waters. All point and non-point discharge sources must comply with the regulations. Sources include urban and industrial development, agriculture and mining. The proposed project would be considered a non-point source discharge that will be regulated through the state Water Resources Control Board's Nonpoint Source Management Plan (BNA-California Environment Reporter 4/29/91).

The objectives of the regulations are to protect aquatic life and human health, and to minimize exposure to chlorinated organic substances. The inland surface water standards are far stricter than the standards promulgated by the USEPA stormwater regulations.

The standards currently set by the regulations are so strict that most public drinking water supplies are not "clean" enough to be discharged to surface waters. The levels of many pollutants are below the detection limits of current instrumentation and are beyond the capability of current technology to achieve. The effluent limits are to be imposed either through NPDES permits or waste discharge requirements. Local agencies have ten years to comply with the standards, including the time to hypothetically improve detection methods and purification techniques.

The EIR should present a quantitative analysis of runoff from the project under a range of storm conditions. The EIR should specifically discuss the relationship of the project to the Inland Surface Water Regulations, and specifically what mitigation may apply to the project to address compliance with the standards.

The EIR presents a rule-of-thumb table of pollutants in runoff from various sources, as determined by a U.S. Geological Survey Study (Table 10-1, p. 10-15). These values should be used to quantify the levels of pollutants in urban runoff expected from the project. Instead of simply listing grease, silt and sediment traps as general pollution control measures, the EIR should quantify the removal of these pollutants that can be expected from proposed

pollution control measures. The EIR should map the location of the pollution control structures in relation to surface water bodies to show how they would be effective in removing contaminants before the runoff entered surface water.

b. Stormwater Detention.

Flood control mitigation should consider the feasibility and biological value of combining flood detention sites with wetland mitigation areas. As discussed in detail below under Section 8, Biological Resources, the proposed mitigation sites for loss of wetlands are in areas where it would be environmentally damaging and difficult to create permanent wetlands. Best Management Practice criteria for flood control often combine wetland restoration areas with detention sites for flood control.

If stormwater detention sites are to be combined with any public recreation sites such as playfields, the EIR should discuss the potential public health issues of children being exposed to pollutants in soil or water.

8. Biological Resources.

a. Wetlands.

The EIR does not make clear whether U.S. Army Corp of Engineers (USACE) jurisdiction under Section 404 of the Clean Water Act will require an individual permit or a Nationwide Permit (NWP). Under Part 330 of the USACE Regulatory Program Regulations, "the NWP is designed to regulate with little, if any delay or paperwork certain activities having minimal impact." The threshold of impact requiring the individual permit is 10 acres of wetlands or waters of the United States. If more than 10 acres of wetlands or waters of the United States will be affected, the Corps must solicit public comment and require either an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) in accordance with NEPA.

The EIR is ambiguous with respect to the amount of wetland to be filled. The separate wetland determinations made for the Shapell and Windemere properties by LSA listed a total of 34.3 acres of jurisdictional wetlands on the two properties combined. The Draft EIR states that 7.1 acres of jurisdictional wetlands will be destroyed by the project in the form of 2.6 acres of willow riparian, .4 acres of freshwater marsh, 2 acres of alkali meadows and 2.1 acres of seeps. An unstated and indeterminate amount of perennial and seasonal creeks will also be destroyed.

The implication of the unstated additional wetland to be lost is that the total will exceed 10 acres, and could be considerably more. The EIR also states that a full wetland delineation has yet to be done for the properties, which could increase the area of wetland estimated to be destroyed by the project. The assessment of streams and wetland areas within U.S. Army Corps of Engineers jurisdiction for the Windemere and Gale Ranches performed by LSA apparently did not qualify as a USACE-approved wetland delineation, using the Unified Federal Method. The fact that the Draft EIR (p. 11-45) lists the need for a wetland delineation as a mitigation measure suggests that the area of wetlands determined by such a delineation, and potentially destroyed by the project, could be larger than the area determined in the LSA survey.

The USACE could require the preparation of a completely separate EIS which could add a year or more to the overall review process. There is no indication at this time that the USACE would accept the CEQA document in lieu of an EIS. Based on prior experience with Section 404 permits, this would only appear to be the case if the application for a 404 permit were made concurrent with the land use permit application to the local agency, and if the environmental document prepared were a joint EIR/EIS. In any event, the USACE has adopted Habitat Mitigation and Monitoring Proposal Guidelines (effective 10/91), and any mitigation program for wetlands presented in the EIR would be screened by the USACE for conformance with their own, internal guidelines.

Based on a reading of the USACE guidelines, it is clear that the mitigation program outlined in the EIR is not detailed enough to conform with the USACE requirements. The USACE Mitigation and Monitoring Guidelines require that a plan describe:

- the location of the mitigation site, including rationale for choice
- ownership of the mitigation area currently and following completion of the mitigation project
- identification of responsible parties for long-term management and protection of the area, including whether there is a signed, written agreement to manage the area.
- the means available to guarantee appropriate water flow to the mitigation area during and after the establishment of the mitigation project

The Implementation Plan for the mitigation is required to describe:

- site preparation, including plans for grading, hydrologic changes, water control structures, soil amendments, erosion control, bank stabilization, equipment and procedures to be used, site access control, exotic species control, planting hole excavation methods, and size of the planting depression.
- specific planting plan requirements, including source of seeds, plant plugs or cuttings, sizes, numbers, spacing and types of propagules to be planted
- an irrigation plan indicating water sources, frequency and amount of watering necessary during what seasons and for how many years
- the maintenance schedule must be described including plant replacement, weeding, fertilization, erosion control, herbivore protection, etc.

The success of the overall program is evaluated by the USACE according to the percent vegetation cover and/or density, plant height, plant and animal species diversity, root development and canopy stratification, among others. Final success criteria are not considered until a minimum of two years have

elapsed since all human support has ceased. The final success determination includes a post-mitigation wetland delineation.

The mitigation measure 11.8 (p. 11-45) simply mentions replacement of 2 acres of wetland for each affected acre, and that a wetland restoration plan should be developed by a qualified ecologist. The plan would contain the types of performance standards, monitoring, timetable for implementation, prescribed treatments, etc., as required by the USACE.

If the present EIR is intended to cover all actions and entitlements affected by the project, the mitigation plan must be described in the present EIR at the level of detail the USACE would require.

In addition, the proposed sites for wetland mitigation indicated on Figure 16 of the DVSP (but not shown in the Draft EIR) do not appear to be reasonable. The sites shown on the southwest, north and northeast portions of the project site all comprise areas with at least half the acreage in excess of 26% slope. Mass grading is proposed to turn hillsides into wet flat areas or depressions. The areas appear to have been chosen merely for convenience, and because they were not part of the flatter, more prime development areas which are also the more natural areas for wetland restoration.

The hypothetical mitigation areas do not now have wetland soils or hydrology, and it is not stated (or at all clear) what the water source would be to sustain these newly created wetlands, since the areas are above the headwaters of intermittent creeks or not connected with creeks. If these hypothetical wetland restoration areas are unrealistic, and cannot be made to function as wetlands according to the USACE criteria, then the EIR has not identified any mitigation for the loss of wetlands caused by the project. The EIR must explain why the mitigation sites shown on Figure 16 are suitable, or must show alternate mitigation sites that are suitable.

b. Certain other biological mitigations are speculative and may not be feasible.

The proposed mitigation for loss, degradation and fragmentation of 3,900 acres of annual grassland is speculative. Mitigation measure 11.2 (p. 11-39) states that the project proponent should acquire a conservation easement on property adjacent to and east of the planning area, which should be managed to provide grassland habitat and provide wildlife corridors. There is no indication that this mitigation is feasible since the project applicant does not own or control these lands. The EIR must indicate whether there are conflicting development plans contemplated for such lands, or alternatively, that the lands have a willing seller who has signed an agreement with the developer so that the lands will not be subject to development in the foreseeable future.

Mitigation measure 11.4 (p. 11-42) states that if elimination of valley oaks is unavoidable, the project proponents should replace lost trees by planting ten seedlings for each tree eliminated. This measure is inadequately developed and may be infeasible.

The EIR states that the plantings should be placed as close as possible to the site of impact. However, it is not clear where such areas would be, or

whether such areas are suitable for the establishment of valley oaks if they do not grow there already.

The EIR also fails to indicate who will decide whether the destruction of trees is avoidable and according to what standards or criteria.

For Mitigation Measure 11.4 to be reasonable, the EIR must show where the replacement oaks would be planted and explain how it will be possible to assure the survival of 10 trees for each one removed. It must also identify an enforcement entity and establish appropriate standards for decision.

9. Housing, Population, Employment.

a. Mistaken calculation of employed residents.

The Draft EIR concludes (p. 14-16) that the project would create 6,101 new employed residents and 2,500 new jobs, but that "the increase in housing provided by the project would be large enough to decrease the jobs-to-employed resident ratio." These conclusions are apparently based on a mathematical error regarding number of employed residents created compared to number of dwelling units. The project will create 11,000 dwelling units, with 1.83 employed residents per dwelling unit (p. 14-14 of the Draft EIR). Multiplying 11,000 by 1.83 yields 20,130 employed residents from the project, not 6,010. The 6,010 figure was apparently obtained by mistakenly dividing 11,000 by 1.83. The EIR needs to re-examine its conclusions regarding the ratio of jobs to employed residents, considering that the project will yield 20,130 employees rather than 6,010.

The San Ramon Specific Plan EIR also indicated that there is already a surplus of housing relative to jobs in the Tri-Valley area, and that the Dougherty Valley project would aggravate this imbalance still further from 0.9 jobs/employed resident down to .84 (p. 8-1 of the San Ramon Final EIR). The Draft EIR should reconcile this with its own discussion that an additional 21,700 dwelling units are needed to house local employees (p. 14-10).

b. Provision for affordable housing is inadequate.

The Draft EIR states that the project will offer a minimum of 25% of the units in the price range affordable to low and moderate-income households. (p. 3-6) Even if this provision is met, the project will fall short in two important respects: (1) it would not come close to meeting the ABAG identified need of 49% of units in the Tri-Valley region that should be in the "affordable" range; and (2) none of the units are proposed to be affordable to the lowest-income category, which alone will constitute 18% of the total demand for housing within the region between 1988 and 1995. The EIR should fully discuss why it is impossible for the project, especially one of this size, to meet either of these important affordable housing goals.

In addition, there is a apparently a Development Agreement in effect between the project applicants and the County which allows the developers to pay an in-lieu fee to the County rather than providing the affordable units onsite. The amount of the fee is not stated, but the implication is that such a fee would be used to subsidize construction of affordable units at some other location. This is in-lieu fee may make the 25% affordable housing

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projection meaningless since there is no assurance of the amount of fee, or when or where the affordable units would be constructed.

Since the development agreement is part of the project, the EIR must explain the effect of the developer electing to pay the in lieu fee instead of directly providing the housing. In particular, the EIR must explain whether the fee is earmarked specifically for affordable housing, and in what time frame, or does it go into a general county fund that can be used for other purposes. Must the housing be built within a certain geographic distance of the project site, anywhere in the Tri-Valley portion of the County, or anywhere in the County?

If the affordable housing provided by the in lieu fee could be built at some distance from the project site, then the EIR must address the transportation and infrastructure impacts of building such housing at the remote site.

c. The fiscal implications of the project cast doubt on the ability to build housing in the affordable price range.

The EIR should demonstrate how housing can be made "affordable" after the cost of infrastructure improvements is factored in. The scoping letter from Save Our Hills stated that the Contra Costa County General Plan Congress had done an analysis showing that approximately \$5 billion would be needed over a 20-year period in road and transit improvements alone just to maintain current countywide traffic levels with an anticipated growth of 186,000 population. The \$5 billion assumes state and federal funding of about \$2 billion and the remainder from local sources (J. Blickenstaff, pers. comm.)

If the new population is expected to pick up the cost of the new transportation improvements necessary to prevent deterioration in levels of service, then the local share cost would be about \$44,000 per unit (186,000 persons divided by 2.74 persons/unit = 67,900 dwelling units. \$5 billion/67,000 = \$44,182/DU). The additional infrastructure costs beyond traffic mitigation (schools, water service, sewer service and wastewater disposal, storm drainage, fire, police, parks, community services will cost at least another \$20,000 per unit, leading to an estimate of total mitigation package as \$64,000 per unit.

The Draft EIR listed income levels for the Tri-Valley Region. These are shown in the following table, along with the monthly rent and purchase prices affordable to persons in each of these income categories (from the 1987 Gruen Gruen and Associates report to Windemere). Also shown in the table are the proportion of employed persons in the Tri-Valley region who can afford a dwelling in each of the price ranges.

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INCOME LEVEL	ANNUAL HOUSEHOLD INCOME (April 1991) ^a	AFFORDABLE MONTHLY RENT	AFFORDABLE PURCHASE PRICE FOR DWELLING	PERCENTAGE OF TRI-VALLEY WORK FORCE WHO CAN AFFORD DWELLING IN EACH PRICE RANGE	CUMULATIVE PERCENTAGE
Very low	\$23,400	<\$585	<\$90,880	27%	27%
Low	\$37,450	\$877	\$145,450	18%	45%
Moderate	\$56,150	\$1,500	\$232,900	21%	66%
Above moderate	>\$56,150	>\$1,500	>\$232,900	34%	100%

a Draft EIR, p. 14-6

b Gruen, Gruen & Associates (1987). An Analysis of the Existing Balance Between Affordable Housing and Employment in the Tri-Valley. Report to Windemere. These figures were based on between 28% (lower income levels) and 36% (highest income levels) of monthly income going to house costs, 20% down and a 30-year variable mortgage averaging 9%. These financing parameters are still largely valid today.

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The Gruen and Gruen report provides more detail showing that 19% of the employee households in the Tri-Valley can afford housing costing between \$232,900 and \$330,125 and only 14% of the Tri-Valley employee households the can afford housing costing in excess of \$330,000.

The Draft EIR states that the project has a commitment to 25% affordable housing, although no provision will be made for the very-low income category. If the housing is intended for the low to moderate income categories, then the units must rent for less than \$1,500 a month or sell for less than \$232,900.

With mitigation cost of \$64,000 per unit factored in, it is difficult to see how any units can be made affordable. Current residential construction cost in the Bay Area range from about \$90/square foot for standard-grade, multi-family units on completely flat sites to upwards of \$150/square foot for custom single-family homes in hillside locations.

Counting the exceptionally high cost of grading the Dougherty Valley site, typical construction cost would be expected to be higher than for standard flat sites. At \$110/sf, a 1,200 square-foot unit would cost \$132,000 to build, without any infrastructure mitigation factored in. Adding \$64,000 on top of this would bring the cost to \$196,000 or above the low-income affordable range. A 900-square foot apartment costing \$100/sf to build, would cost about \$154,000 including infrastructure. An equivalent monthly rent of \$928, such a unit would not be affordable to any low or very-low income households.

Thus the developer "commitment" to affordability may evaporate if the project is made to pay the appropriate mitigation cost for infrastructure. Alternatively, the rest of the County general fund taxpayers will have to pick up the mitigation cost the project avoids. This is an impact of the project not stated in the Draft EIR.

In view of these concerns, the EIR should demonstrate how the housing can be made affordable, when all development costs are included. To do so, the EIR must present the full analysis of infrastructure cost described earlier to show what effect paying for this infrastructure will have on the selling price or rents for units in the project.

d. Localized Job/Housing Balance.

Jobs/housing mitigation should consider specifically how to structure the project to serve housing needs of employees at Bishop Ranch and Hacienda Business Park. The Tri-Valley region is too large an area in which to balance jobs and housing to achieve traffic mitigation. The area extends all the way from Alamo in the north to south of Pleasanton, a distance of about 15 miles, and from Dublin to east of Livermore, also about 15 miles. To achieve a major reduction in commuting which will take the burden off of local freeways requires balancing jobs and housing on a much more local scale. The distance between home and work must be short enough to encourage especially non-motor-vehicular transportation (walking and biking), and also make feasible shuttles, van-pools and the like.

The Dougherty Valley is within a mile of the Bishop Ranch Business Park and the Hacienda Business Park lies less than two miles from the southern boundary of the project. Within these distances non-motor-vehicle transportation is entirely feasible. In addition to the broader issue of balancing jobs and housing within the whole region, the EIR should address the specific issue of how the project could be made to provide housing directly aimed at Bishop Ranch and Hacienda Business Park employees.

The EIR in its present form does not present any specific information about either of the two business parks. Information that should be presented in the EIR includes:

- number of employees in each business park, both presently and projected for the future
- employee profile by household income category
- housing type and price range affordable to the local business park employees (i.e. number of units that would be required in each price or rent range, assuming all the Bishop Ranch and Hacienda Business Park employees were to live locally)

The EIR should discuss how the project could be modified to more closely match the housing needs of the local employees and the degree of traffic mitigation that could be achieved if the majority of the housing within the Dougherty Valley were occupied by local business park employees.

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10. Alternatives.

- a. The EIR should have examined the alternative of in-fill development in San Ramon.

The in-fill development alternative, as evaluated in the San Ramon EIR could provide up to 2,550 units of high-density housing on the City's remaining undeveloped available acreage. If this land were developed as affordable housing or housing tailored to the needs of Bishop Ranch employees, this housing could fulfill a significant portion of the housing need in the immediate San Ramon area, at a far lesser environmental impact than the proposed project. In addition, the in-fill alternative would not suffer from the difficulties of being outside the urban service areas for sewer and water.

- b. The EIR should have selected for study an optimal lower density project on fewer acres.

The lower-density alternative of 5,500 units on 2,254 acres examined in the Draft EIR is rejected on the false premise that it would not provide a net revenue benefit to local government. This conclusion is reached because the fiscal analysis considered operations costs only, and not the capital cost of infrastructure. When the cost of infrastructure is factored in, it is clear that a reduced-scale project should be considered. Please see the discussion under 9.b. Population, Housing and Employment, above.

This inclusion of infrastructure cost in the alternatives analysis is critical to the evaluation of the proposed project compared to scaled-down alternatives. Once the infrastructure cost is included, it becomes very difficult to justify approval of a project when lower-density alternatives exist that would minimize significant, unavoidable impacts. The project EIR evaluates half the number of residential units on the same acreage, 2,254 acres. This alternative is a poor choice because it would cause an equivalent amount of site disturbance, yet reduce the opportunities to provide affordable housing. The only option offered in the Draft EIR that would disturb less acreage is the concentrated development alternative, which would contain the maximum number of units, 11,000 on 1,840 acres.

The EIR should also include an alternative of a reduced number of units on a reduced number of acres. The environmental benefits of such an alternative include:

- Mass grading: mass grading could be substantially reduced, from the current 62.5 million cubic yards, by avoiding more areas in excess of 20% slope. Far more of the site could be preserved in a natural state, and a project could be built without violating the County's guidelines for avoiding steep slopes and preserving landforms.
- Traffic: a scaled-down project would produce far less traffic and air emissions which will produce unacceptable levels of service on area freeways and roads even with maximum conventional mitigation.
- Air emissions: the project will produce highly significant air emissions, which cannot be mitigated to insignificance through any

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feasible means, and strongly indicate that scaling down of the project is desirable.

- Infrastructure: the project is beyond the ability of existing agencies to serve with public services such as drinking water and wastewater treatment. A scaled-down project could be more manageable.
- Impacts on wetlands, riparian corridors and oak woodlands: a scaled-down project could be designed to minimize or eliminate impacts to existing wetland, creek resources, and oak woodlands. Avoidance of impact is always favorable to restoration, which is judged by the resource agencies to be uncertain of success.

c. The Draft EIR should consider the City of San Ramon Specific Plan in detail, as a viable alternative.

The Draft EIR mentioned the City of San Ramon Specific Plan alternative but did not include that alternative among those selected for detailed study. The reasons given were that the City alternative:

"[was] so similar to the proposed project as [to] not offer[] a reasonable alternative" and that "significant adverse impacts associated with the project could not be eliminated or reduced by the San Ramon Specific Plan". This assessment is wrong. The cursory analysis given in the Draft EIR ignores the fact that the San Ramon Specific Plan alternative was environmentally superior to the County alternative in a number of important regards.

The environmental advantages of the City's project include:

- Substantially less grading -- 40 million cubic yards vs. 62.5 million cubic yards, including better location for Dougherty Road
- Better location for elementary schools, along the creek/trail corridor, which would reduce traffic impacts
- A higher standard of open space for schools, as shown below:

	CITY PLAN	COUNTY PLAN
Elementary Schools	10 acres	5 acres
Middle Schools	15 acres	10 acres
High Schools	50 acres	25 acres

- More acres of parks (396 vs. 356 - 392 acres) than in the County plan
- Community design standards for open space, neighborhoods, streets etc. vs. none in the County plan

- the City's Plan includes the requirement for phasing plans for open space, and residential development to be built per year, affordable housing, community facilities and utilities.
- the City EIR provides a 200-foot buffer around wetlands and streams whereas the County EIR provides only a 150-foot buffer
- the City Specific Plan would allow development to occur within a general purpose government that is more consistent with LAFCO policies.

The Draft EIR identifies the "concentrated development alternative" as the next most preferred alternative after the No Project Alternative, which was identified as the environmentally superior alternative. The City of San Ramon Specific Plan should be considered in relation to the concentrated development alternative as an environmentally superior alternative.

In spite of the purported similarity between the City and County Specific Plans, the environmental advantages of the City's Specific Plan should have been brought out in the Draft EIR to allow the public and decision-makers to decide which, if any, of these features of the City project could be incorporated in the project ultimately approved.

d. The EIR should have considered a phased project alternative.

The EIR should consider an alternative of adopting only the first phase of a project, with supplemental discretionary review of future phases. The first phase project should be defined to be feasible in all respects, including the provision of critical infrastructure elements. The first phase should be structured to clearly mitigate all, or nearly all impacts to insignificance.

While consideration of a phased project appears to be contrary to the purpose of adopting a Specific Plan for an entirely planned community, in the case of Dougherty Valley, a phased project would be appropriate since it would be the only way to demonstrate that development of the site is compatible with acceptable levels of environmental impact. Approval of later phases would require future CEQA review and the demonstration that for each phase public services were available and that the Applicants would provide full mitigation of all other impacts, including schools, biological resource impacts, and traffic impacts.

11. Growth-Inducing Impact.

The discussion of growth-inducing impacts in the Draft EIR is incomplete and understates potential growth-inducing impact (pp. 17-2 through 17-3). The Draft EIR states that the project could be growth-inducing because it would extend public services and infrastructure closer to the Tassajara Valley. The analysis is extremely cursory. The project represents a new land use type and higher land use intensity from what was possible historically or under existing general plans.

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To fully evaluate growth inducement potential, the EIR should identify:

- the specific parcels of land which could be induced to develop prematurely because of the project
- the "ripeness" of parcels for development, including factors such as present Williamson Act status, or whether any development proposals or applications are pending
- the amount of additional growth that could be accommodated with no further improvements other than those necessary to serve the Dougherty Valley development (e.g. if a road is widened from 2-4 lanes, how much additional traffic from the outlying areas could be accommodated without further reducing the level of service on the widened road)
- the extent to which project infrastructure (e.g. sewer and water lines extending to the treatment plant, water storage facilities) could serve more development than just the project
- what further extensions of sewer and water systems would still be needed to serve more outlying areas
- the nature and intensity of land use conflicts which would result from 11,000 units adjacent to productive agriculture that would force these lands out of agriculture
- the effect of the project's need to acquire offsite biological mitigation lands on adjacent landowners' plans to develop their properties

12. Energy Consumption.

The Draft EIR contains no consideration of energy impacts. CEQA requires that potentially significant energy implications of a project be considered in an EIR. The State EIR Guidelines (Appendix F) list the types of energy information that EIR's should include:

- energy consuming equipment and processes which will be used during construction and operation of the project
- total energy requirements of the project by fuel type and end use
- energy conservation equipment and design features
- initial and life-cycle energy cost or supplies
- total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode

The EIR should provide the above information.

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Since the guidelines mention that the energy analysis should place "particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy", the EIR should particularly identify the ways in which the Dougherty Valley project may be unusually consumptive of energy for a project of its size. Features of the project that could make it excessively energy consumptive include: (1) excessive amount of grading; (2) distance from employment or major commercial centers; and (3) climate, which contributes to need for winter heating and summer air conditioning.

The EIR should also identify all feasible means to reduce energy consumption including solar orientation and siting of buildings and windows and type and extent of insulation. Energy conservation measures should be made mandatory conditions of the project. The EIR should also describe how transportation impact mitigation, particularly the means to encourage non-motor-vehicle transportation to local employment, will reduce energy use.

Thank you for the opportunity to provide these comments.

Sincerely yours,

Karen G. Weissman, Ph.D.

Karen G. Weissman

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PART III

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RUSSELL RESOURCES, INC.
Environmental Management

950 Northgate Dr., Suite 313
San Rafael, CA 94903
(415) 492-0310

July 31, 1992

Daniel L. Cardozo
Adams & Broadwell
P.O. Box 5049
San Mateo, California 94402

Dear Mr. Cardozo:

As you requested, I have reviewed the water supply and wastewater treatment sections of the Draft Environmental Impact Report ("DEIR") for Dougherty Valley ("Project").¹

In sum, it is evident that the Project does not have a firm commitment for a water supply or for wastewater treatment. As a result, the environmental impacts of the Project cannot be fully evaluated. Copies of reference materials cited herein in support of this conclusion are available upon request.

WASTEWATER TREATMENT

1. Mitigation Measures For Wastewater Treatment Are Inadequate And Speculative.

The Project would generate 2.5 to 3.1 million gallons per day ("MGD") of wastewater that must be collected, treated, and disposed. This is a significant increase in wastewater generation in the area and the DEIR concluded that it is a significant impact [DEIR, p. 5-33, 5-36]. Securing collection, treatment, and disposal services for these wastewaters would be complex and time consuming, and may even be infeasible, because the Project is not within the service area of any existing sewerage agency, sewage discharge capacity in the area is presently limited, and expansions of existing facilities are likely to be controversial. The DEIR fails to discuss the considerable uncertainty surrounding the provision of wastewater collection and treatment services to the Project.

The DEIR proposes two alternative mitigation measures to process this wastewater. First, it recommends that the Project

¹ Contra Costa County, Draft Environmental Impact Report, Dougherty Valley General Plan Amendment, Specific Plan, and Related Actions, June 1992.

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apply for annexation to the service area of the Central Contra Costa Sanitary District ("Central San") and that Central San treat 100 percent of the wastewater. However, this is not Central San's preferred alternative. Central San prefers to treat only that portion of the sewage that would arrive at its facilities by gravity flow because it has a policy that discourages the use of pump stations due to their maintenance requirements. Because treatment of 100 percent of the flow would require additional pump stations [DEIR, p. 5-33; Appx. E, p. 3-12], Central San may be unwilling to accept 100 percent of the sewage. Apparently, the DEIR has ignored correspondence with Central San on this issue.² The recommended alternative is speculative because there is no guarantee that the Contra Costa County Local Agency Formation Commission ("LAFCO") would approve the annexation and that Central San would embrace the alternative.

If Central San does not accept 100 percent of the flow, the DEIR recommends that the Project apply for annexation to the service area of the Dublin San Ramon Services District ("DSRSD") for wastewater service [DEIR, p. 5-36]. Because DSRSD's facilities are currently at capacity, DSRSD would collect the wastewater and the Tri-Valley Wastewater Authority ("TWA") would export the untreated wastewater to Central San for treatment and thence disposal. However, TWA facilities have not been approved and may not be operational by the time the Project would be built.

The TWA project has had a tortuous history. TWA facilities were originally proposed in 1986 and an EIR was certified in September 1987. Several parties filed suit in superior court challenging the adequacy of the EIR. In March 1989, the Court determined that the EIR was inadequate. A revised supplemental DEIR was issued in January 1992.³ Comments on that document indicate that it too is legally and technically flawed and contains many of the original inadequacies found by the Court.⁴

² Personal communication with Russell B. Leavitt, Environmental Coordinator, Central Contra Costa Sanitary District, July 17, 1992.

³ Tri-Valley Wastewater Authority, Draft Subsequent Environmental Impact Report, Long-Range Wastewater Management Plan for the Livermore-Amador Valley, January 31, 1992.

⁴ Letter from Marc D. Joseph, Adams & Broadwell, to Tri-Valley Wastewater Authority, Re: Comments on Draft Subsequent Environmental Impact Report, Long-Range Wastewater Management

If the final EIR does not adequately address these problems, the TWA EIR could again be challenged in the courts. Further, increasingly stringent Bay discharge standards may preclude the development of new facilities or severely limit their capacity. Thus, reliance on TWA is speculative at best since there is no assurance that TWA would be operational by the time the Project would be built. Further, there is no guarantee that the LAFCO would approve the annexation of the Project to DSRSD.

The DEIR claims that impacts from the construction and operation of the required offsite wastewater treatment facilities cannot be assessed because the impacts are "too speculative" [DEIR, p. 5-37]. The impacts are "speculative" because the availability of the mitigation measures is speculative. The two proposed mitigation measures provide no guarantee whatsoever that wastewater treatment facilities would be available at all, and particularly when the Project needs them. It is also probable that a mitigation alternative not included in the DEIR would ultimately be selected, such as joint service by Central San and DSRSD.

In sum, the DEIR has identified two sewage disposal alternatives that appear to face substantial obstacles without providing any indication of how the Project expects to overcome them. Neither is true mitigation because there is no guarantee that it could be implemented.

The EIR should be modified to identify sewage disposal alternatives that are feasible within the Project's time frame and to explicitly discuss how the Project plans to resolve any potential obstacles. A firm commitment should be obtained from the selected agency and supporting documentation, such as a letter of intent, should be appended to the EIR. The EIR should document that the agency has the commitment and financial ability to provide sewage services to the Project without adversely affecting its ability to serve existing undeveloped and other properties within its service area. The discussion should disclose the agency's total capacity, the maximum demand for sewage disposal within its existing service area, the time schedule for providing the capacity to serve the Project, and any constraints on providing the capacity. Existing policies, contracts, or institutional arrangements that may interfere with the agency's ability to service the Project in a timely manner should be fully discussed in the EIR and supporting documentation provided in an appendix.

2. The DEIR Does Not Evaluate Indirect Impacts Due To Wastewater Treatment.

While the DEIR states that construction of offsite wastewater treatment facilities would result in impacts, it does not identify or evaluate them, claiming that they are speculative and the responsibility of the selected wastewater service agency [DEIR, p. 5-37].

The California Environmental Quality Act ("CEQA") requires that "[d]irect and indirect significant effects of the project on the environment shall be clearly identified and described..." (underlining added).⁵ CEQA further requires that "[i]f a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed..."⁶ As discussed in Comment #1, while these impacts may presently be speculative because the mitigation measures are speculative, the impacts will not be speculative when the EIR is revised to include feasible mitigation measures.

Regardless of which sewage collection and treatment alternative is ultimately selected, 2.5 to 3.1 MGD of wastewater would still have to be treated. This would result in significant environmental impacts that should be identified, assessed, and mitigated. Some of these are discussed below.

2a. Leakage Of Sewage May Contaminate Local Groundwaters and Surface Waters. Sewer pipes leak through cracks and joints, allowing untreated sewage to percolate into underlying groundwater. Even new, well-constructed sewers will have some leakage and deterioration of the pipes occurs, causing leakage to increase by about 1 percent per year.⁷ The DEIR indicates that groundwater infiltration based on Central San estimates is about 200 gallons per acre per day ("gad") [DEIR, p. 5-34; Appx. E, Table 3-9]. Leakage out of the system may be less than this, depending upon flows and the layout of the system. If it is assumed that the sewer system flows at least half full and the total sewer area is about equal to the water service area

⁵ State CEQA Guidelines, Section 15126(a), p. 137, June 1986.

⁶ State CEQA Guidelines, Section 15126(c), p. 138, June 1986.

⁷ Central Contra Costa Sanitary District, Wastewater Collection System Master Plan, October 1986.

(3,024 acres [DEIR, Appx. E, Table 3-2], about 300,000 gallons per day of untreated sewage could percolate into groundwaters at the Project site.⁸

The DEIR indicates that the Project area is underlain by shallow groundwater, which ultimately discharges locally in swales during winter or into surface waters [DEIR, p. 10-1]. Untreated sewage, which would contain fecal contamination, elevated total salts, nitrate and toxic chemicals, could contaminate groundwaters and surface waters as a result of this leakage. Children at play could come into contact with ponded waters contaminated with sewage in swales, seeps, and other wet areas that are common at the site. In fact, it was originally groundwater contamination concerns, particularly the buildup of total salts, that led to the abandonment of land treatment and discharge to Alameda Creek in favor of wastewater export out of the Livermore-Amador Valley.⁹

The EIR should be expanded to discuss the impact of sewage leakage on local groundwater and surface water quality. Mitigation measures should be proposed to reduce this impact to a less than significant level, potentially including the use of water-tight collection facilities.

2b. Toxic Emissions From Wastewater Treatment May Have Adverse Health Effects. The collection and treatment of municipal sewage releases large quantities of toxic and carcinogenic compounds into the atmosphere, including dichloromethane, chloroform, trichloroethene, benzene, and tetrachloroethene, among others.¹⁰ These substances originate from consumer products such as solvents and degreasers, drinking water chlorination, and sewage chlorination. These volatile organic compounds ("VOCs") are released to the atmosphere from the sewage collection system from pick holes on manhole covers, storm drains (for combined stormwater/sanitary sewers), and pumps, valves, and flanges. VOCs are also released during primary and secondary treatment, as a result of wastewater chlorination, and during sludge treatment.¹¹ Some of these

⁸ Total leakage = (100 gad)(3,024 acres) = 302,400 gpd.

⁹ TWA, January 1992, p. 3-1.

¹⁰ WPCF Research Foundation, VOC Vapor Phase Control Technology Assessment, 1990, Tables 3.C.1-3, 3.C.2-1 to 3.C.2-5, 3.C.3-2 to 3.C.7-1.

¹¹ WPCF Research Foundation, 1990, p. 3-4 to 3-22.

compounds may be released locally within the Project area from sewage collection facilities where children may be exposed, while others would be released at the treatment plant where workers and surrounding residents would be exposed.

Both wastewater mitigation measures involve treatment at Centra San, which includes primary and secondary treatment, chlorination, and incineration of sludges. In particular, Central San presently operates one incinerator full-time and another as a backup. The Project "could require the operation of both incinerators full-time" [DEIR, Appx. E, p. 3-13]. Criteria pollutants, including NO_x, SO_x, and CO would be released from the incineration of sludges from the Project.

The EIR should be expanded to discuss the emission of toxic, carcinogenic, and criteria pollutants from the collection and treatment of Project wastewater. Studies conducted at Central San and elsewhere should be reviewed and used to estimate VOC and other emissions. Release points where children may be exposed should be identified. Risk assessments should be performed to determine if the increase in toxic emissions as a result of the Project would cause adverse health effects to workers at Central San, to residents in the vicinity of Central San facilities, and to residents of Dougherty Valley. Mitigation measures should be included in the EIR to reduce these impacts to a less than significant level, including a residential source control program for Dougherty Valley, consumer product substitution programs, covering of treatment tanks, and reduction of sewage flows by requiring water conservation measures (Comment #10b), among others.¹²

2c. The Project May Cause Or Contribute To Odor Problems. It is well known that sewers and sewage treatment plants are sources of odor due to the release of sulfur compounds such as hydrogen sulfide and mercaptans.¹³ The substantial increase in sewage due to the Project could either cause or contribute to existing odors.

The EIR should be expanded to discuss odor problems at Central San's treatment plant and within its collection system. The history of Central San's compliance with odor regulations should be summarized from Air District odor complaint files. The

¹² WPCF Research Foundation, 1990, p. 3-22 to 4-27.

¹³ U.S. EPA, Odor and Corrosion Control in Sanitary Sewerage Systems and Treatment Plants, EPA/625/1-85/018, October 1985, p. 1-4.

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increase in malodorous emissions as a result of the Project should be estimated and used to predict ambient concentrations of malodorous gases. These should be individually and collectively compared with odor thresholds to determine if the Project would cause odor impacts.

2d. The Project May Cause Or Contribute To Water Quality Problems. Under both mitigation measures, the Project would discharge its wastewaters into Central San's treatment system, which discharges treated wastewater into Suisun Bay through a deep water outfall. The Project wastewaters would be municipal sewage, which typically contains toxic organic compounds and metals, among others.¹⁴ The discharge of 2.5 to 3.1 MGD of treated sewage into Suisun Bay may cause or contribute to water quality problems.

The concentrations of copper and mercury in Suisun Bay¹⁵ presently exceed the water quality objectives established in the Bays and Estuary Plan.¹⁶ Since Project effluents would contain mercury and copper, which would only be partially removed during treatment at Central San,¹⁷ the Project's treated wastewaters would contribute to an existing water quality problem. Therefore, the Project would have a cumulatively significant impact on water quality as a result of discharges of mercury and copper.

¹⁴ U.S. EPA, Fate of Priority Pollutants in Publicly Owned Treatment Works, Report EPA 440/1-82/303, 1982; Aquatic Habitat Institute, An Assessment of the Loading of Toxic Contaminants to the San Francisco-Bay Delta, 1987; Tri-Valley Wastewater Authority, Long-Range Wastewater Management Plan for the Livermore-Amador Valley, January 31, 1992.

¹⁵ A.R. Flegal and others, Trace Element Cycles in the San Francisco Bay Estuary: Results from a Preliminary Study in 1989-1990, Final Report to the State Water Resources Control Board, 1991.

¹⁶ State Water Resources Control Board, California Enclosed Bays and Estuaries Plan, 91-13 WQ, April 1991, Table 1.

¹⁷ According to Tri-Valley Wastewater Authority, 1992, Table 5-15, current treated municipal effluent concentrations for copper and mercury from Dublin-San Ramon, Livermore, and Central San are 9.8 to 78 ug/L and 0.16 to 0.35 ug/L, respectively. There is no reason to suspect that Dougherty Valley wastewaters would be radically different from these other local wastewaters.

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The Project may also cause and contribute to other water quality problems including exceedance of the copper effluent limit, impacts to wildlife due to discharges of mercury and selenium, and exceedances of the ammonia water quality objective.¹⁸

The EIR should be expanded to include the projected chemical composition of the raw and treated Project wastewaters. The Project and cumulative impacts of discharging this wastewater into Suisun Bay should be evaluated and discussed and mitigation measures included as appropriate. At a minimum, mitigation should be recommended to reduce discharges of copper and mercury to Central San. Copper, for example, originates primarily from corrosion of copper piping¹⁹ and from discharges of household products.²⁰ Mitigation measures to reduce this impact to a less than significant level could include treatment to prevent corrosion of copper pipes and aggressive programs to discourage the use of household products that have high copper concentrations.

2e. Construction Of Sewage Collection And Treatment Facilities Could Result In Adverse Environmental Impacts. The mitigation measures to collect and treat Project wastewaters would require the construction of substantial additional facilities including force mains, gravity sewers, pump stations, interceptors, treatment plants, and sludge handling facilities. The construction activities would emit criteria pollutants, cause soil erosion, and visual, transportation and noise impacts, and disturb biological resources, among others. The EIR should be expanded to identify and assess the environmental impacts associated with construction of these facilities and mitigation proposed as appropriate.

¹⁸ Letter from J. Phyllis Fox, Russell Resources, Inc., to Marc D. Joseph, Adams & Broadwell, on the Tri-Valley Wastewater Authority Draft Subsequent Environmental Impact Report, March 26, 1992.

¹⁹ U.S. EPA, Maximum Contaminant Level Goals and National Primary Drinking Water Regulations for Lead and Copper, Federal Register, v. 56, no. 110, June 7, 1991, p. 26466-26467.

²⁰ Larry Walker Associates and Kinnetic Laboratories, Inc., Pollutants in the Bay-Delta Estuary, A Technical Report Prepared for the State Water Resources Control Board Bay-Delta Hearings, 1987, Table VII-1.

3. The DEIR Does Not Discuss The Mitigation Of Cumulatively Significant Wastewater Treatment Impacts.

Although the DEIR states that the Project would cause a cumulatively significant impact as a result of the need to provide for the collection and treatment of 2.5 to 3.1 MGD of sewage [DEIR, p. 17-6], the DEIR fails to describe the nature of the impact and how it would be mitigated.

What is a cumulatively significant impact due to the distribution and treatment of wastewater? It is presumed that it would be insufficient capacity to meet the demand in the service area, which would stress existing facilities, causing environmental degradation such as odors, discharge of partially treated sewage, and sewer backups.

The EIR should be revised to discuss and quantify cumulative impacts and to recommend mitigation to reduce them to an insignificant level. The EIR should not be certified until solutions to cumulatively significant impacts to all public services are crafted.

RECLAIMED WATER

4. The Alternative Selected To Supply Reclaimed Water Is Speculative.

The DEIR indicates that DSRSD would supply 1,104 gpm of recycled water [DEIR, p. 5-42]. However, the Brown and Caldwell study on which the DEIR is based states that "[a]lthough DSRSD is the logical supplier of recycled water to the Dougherty Valley project, it is not certain that DSRSD will have excess recycled water to export after their own demands are met" [DEIR, Appx. E, p. 3-2]. Further, reclaimed water may not be available when it would be needed by the Project because it is presently not available in the area and extensive modifications of existing facilities would be required before it could be delivered. This is not true mitigation because there is no guarantee that reclaimed water would be available.

A firm commitment should be obtained from the agency selected to provide the reclaimed water, and supporting documentation, such as a letter of intent, should be appended to the EIR. The EIR should document that the agency has the commitment and financial ability to supply reclaimed water to the Project without adversely affecting its ability to serve existing undeveloped and other properties within its service area. The discussion should disclose the maximum amount of reclaimed water

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that the agency would produce, the maximum demand for reclaimed water within its existing service area, and the time schedule for supplying the water.

5. The Reclaimed Water Analysis Is Inadequate.

Reclaimed water reduces the amount of freshwater that would be used and wastewater that would be generated by the Project. To mitigate water supply impacts, the DEIR requires that reclaimed water be used to the maximum extent feasible for irrigation of open space areas, median strips, the golf course and other public places, and private-lot landscaping [DEIR, p. 5-41, Mitigation Measure 5.7]. However, the reclamation alternative in the DEIR does not require the maximum feasible use of reclaimed water. Reclaimed water would only be provided to one pressure zone, above 400 feet and below 620 feet elevation, excluding the community college [DEIR, p. 5-42], even though other areas would be suitable for reclaimed water service [DEIR, Appx. E, p. 3-3, 3-4].

The DEIR does not provide an adequate justification for supplying reclaimed water to only a portion of the area that would be suitable for reclaimed water service, beyond stating that it would be too expensive. No analyses are included to support this conclusion. Appendix E to the DEIR describes five alternatives for providing recycled water service to the planning area, which include alternatives that would supply reclaimed water for all potential uses in the planning area (Alternatives 1, 2) [DEIR, Appx. E, p. 3-2, 3-3]. However, none of these alternatives except the recommended alternative is evaluated.

The EIR should be expanded to include an analysis of the five reclaimed water alternatives described in Appendix E. The analyses should include an estimate of the average day, seasonal peak, and instantaneous peak reclaimed water demand, the corresponding reduction in freshwater supply and wastewaters, the costs, and the environmental impacts of each alternative. The use of additional amounts of reclaimed water (beyond that recommended in the DEIR) should be considered to mitigate water supply and wastewater treatment impacts.

6. The Environmental Impacts Of The Use Of Reclaimed Water Are Not Assessed.

According to the DEIR, reclaimed water would be supplied for irrigation of parks, the village center and commercial areas, golf courses, schools, churches, and roadway greenways and medians [DEIR, Appx. E, p. 3-4]. In many of these uses, children and adults could come in contact with the water and even ingest

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it. Viruses in the reclaimed water could cause infectious diseases, and trihalomethanes could contaminate groundwaters or be released into the atmosphere.

6a. The Risk Of Infectious Diseases From Viruses In Reclaimed Water Should Be Mitigated. California allows appropriately treated reclaimed water to be used as proposed in the DEIR.²¹ However, it is recognized that the State standards do not adequately protect public health.²² The California Department of Health Services ("DOHS") evaluated the probability of infection from using reclaimed water in the urban environment treated to California standards. The probability of contacting an infectious disease from golfing for a single day on a course irrigated at night with reclaimed water ranged from about 4×10^{-4} for Poliovirus to 3×10^{-8} for *S. dysenteriae*.²³ The corresponding lifetime risk, assuming 3,120 days of golfing, ranges from 1×10^{-4} to 0.75.²⁴ The upper end of this range, a 75 percent lifetime risk of contacting Polio, is substantial and requires mitigation.

Similarly, the DOHS study found that the risk of contacting an infectious disease from swimming for a single day in a recreational impoundment ranged from 4×10^{-2} to 3×10^{-6} . The corresponding lifetime risk, assuming 1600 days of swimming, ranges from 4×10^{-3} to >0.99. Again, the upper end of the risk range, greater than 99 percent, is substantial and requires mitigation. It is unknown whether swimming would be allowed in any reservoirs where reclaimed water would be supplied.

The risk to golfers is based on the ingestion of 1 milliliter ("ml") of reclaimed water from handling and cleaning golf balls and to swimmers, on the ingestion of 100 ml of reclaimed water. Children playing in school and church yards and parks irrigated with reclaimed water could readily ingest as much

²¹ California Administrative Code, Title 22, Division 4, Chapter 3, Reclamation Criteria.

²² T. Asano and R.H. Sakaji, Virus Risk Analysis in Wastewater Reclamation and Reuse, In: H.H. Hahn and R. Klute (Eds.), Chemical Water and Wastewater Treatment, Springer-Verlag, Berlin, pp. 483-496, 1990.

²³ Asano and Sakaji, 1990, Table 4.

²⁴ Calculated from equation (6) in Asano and Sakaji, 1990, using data from Table 4.

as 1 ml of reclaimed water and would likewise be at risk of contacting infectious diseases.

The EIR should be expanded to evaluate the risk of contacting infectious diseases as a result of using reclaimed water. The EIR should indicate whether any ponds, lakes, or other impoundments in the planning area would be supplied with reclaimed water and what uses would be allowed for these facilities. Mitigation measures should be proposed to reduce significant impacts including:

- (1) either restricting access to irrigated areas for at least 24 hours before human contact is allowed or providing storage to allow the pathogens to die off;
- (2) prohibiting recreational activities on ponds, lakes, reservoirs, and other impoundments supplied with reclaimed water;
- (3) providing a buffer zone of tall vegetation between the golf course or other irrigated areas and homes or other sites that would be used by children or adults who may ingest reclaimed water; and
- (4) preparing an engineering report and operational requirements, including a contingency plan to assure that no inadequately treated wastewater is used.²⁵

6b. Chlorinated Organics In Reclaimed Water May Contaminate The Environment. The reclaimed water that would be used by the Project must be extensively chlorinated to kill viruses and other pathogens. It is well known that chlorination of wastewaters produces chlorinated organics such as chloroform and chlorophenols. Many of these compounds are toxic and carcinogenic.²⁶

Reclaimed water would be used for irrigation in the planning area. If the waters were sprayed or sprinkled, many of the

²⁵ Wastewater Reclamation Criteria, Sec. 60323.

²⁶ R.L. Jolley and others, Water Chlorination: Chemistry, Environmental Impacts and Health Effects, 1st through 6th Conference Proceedings, Lewis Publishers, Chelsea, MI, 1984-1990; P.C. Singer, R.A. Brown, and J.F. Wiseman, Jr., Formation of Halogenated Organics During Wastewater Disinfection, Water Resources Research Institute of the University of North Carolina, November 1988.

chlorinated organics would be vaporized into the atmosphere because they are volatile. If the waters were applied by subsurface irrigation, the compounds could percolate through the soils and contaminate underground aquifers that are potential sources of drinking water because these chemicals are not appreciably removed as the water passes through soils.²⁷ Further, if a chlorine residual remained in the reclaimed water, the chlorine could react with organics in the soil, forming additional chlorinated organics.

The EIR should be expanded to evaluate the impact of chlorinated organics in reclaimed water on groundwater and ambient air quality. The health impacts to those who frequent areas irrigated with reclaimed water should be evaluated in a health risk assessment that includes exposure assessments for groundkeepers, children at play, and golfers. Mitigation should be proposed, as appropriate, potentially including alternate disinfection methods (e.g., ozone) and the use of post-disinfection carbon treatment.²⁸

7. The DEIR Does Not Discuss The Mitigation Of Cumulatively Significant Impacts Resulting From The Need To Supply Reclaimed Water.

Although the DEIR states that the Project would cause a cumulatively significant impact as a result of the need to provide reclaimed water [DEIR, p. 17-6], the DEIR fails to describe the nature of the impact and how it would be mitigated.

What is a cumulatively significant impact due to the treatment and distribution reclaimed water? It is presumed that it would be insufficient capacity to meet the future demand for reclaimed water in a supplier's service area, which would mean that potential future customers now in the service area would be denied service because a newly annexed area preempted them. This could lead to litigation and a possible future interruption in supply, among other possible outcomes.

²⁷ P.H. Howard, Handbook of Environmental Fate and Exposure Data for Organic Chemicals, Lewis Publishers, Chelsea, MI, 1990.

²⁸ P.C. Singer, Alternative Oxidant and Disinfectant Treatment Strategies for Controlling Trihalomethane Formation, EPA/600/S2-88/044, October 1988; G.C. White, Handbook of Chlorination and Alternative Disinfectants, Van Nostrand Reinhold Co., New York, 1992.

The EIR should be revised to describe and quantify cumulative impacts and to recommend mitigation to reduce them to an insignificant level. The EIR should not be certified until solutions to cumulatively significant impacts to all public services are crafted.

WATER SUPPLY

8. The Alternatives Selected To Supply Potable Water Are Speculative.

The Project would require 4.7 to 5.4 MGD of potable water in addition to reclaimed water. This is a significant increase in freshwater demand in an area with limited additional reserves and was found to be a significant impact [DEIR, p. 5-37 to 5-40]. Securing a firm supply of potable water would be institutionally complex, may not be achievable within the Project's time frame, and may even be infeasible. The Project is not within the service area of any water purveyors [DEIR, Appx. E, p. 2-1], available supplies are limited, and the Bay-Delta Water Rights Hearings presently before the State Water Resources Control Board ("SWRCB") may further limit these supplies. The DEIR fails to discuss the considerable uncertainties surrounding the provision of a firm water supply to the Project.

The DEIR proposes two alternative mitigation measures to secure a potable water supply. First, it recommends that the Project apply for annexation to the service area of the East Bay Municipal Utilities District ("EBMUD") [DEIR, p. 5-40]. However, EBMUD has a long standing policy of no annexation outside of its Ultimate Service Boundary ("USB"), and has repeatedly stated that it "...will object to any proposed extension of service to that portion of the proposed Dougherty Valley project that lies outside the Ultimate Service Boundary."²⁹ EBMUD's policy is to oppose annexations outside of its USB unless the adjustment is very small and in EBMUD's best interest or unless the annexation would mitigate health risks associated with water supplies as established by an appropriate agency. According to EBMUD, the Project does not fit either one of these conditions, and "the

²⁹ Letter from J.B. Lampe, EBMUD, to D. Mills, City of San Ramon, Re: Draft Environmental Impact Report for the Dougherty Valley Growth Management Plan and Specific Plan, January 2, 1992, p. 1.

District does not intend to alter its annexation policies."³⁰ Therefore, the recommended alternative is highly speculative and is not a suitable mitigation measure since it is unlikely that it would be feasible.

If EBMUD were unable to supply potable water service, the DEIR recommends that the Project apply for annexation to DSRSD [DEIR, p. 5-40]. DSRSD currently purchases all of its water from Zone 7 of the Alameda County Water Conservation and Flood Control District ("Zone 7"). Zone 7, in turn, treats raw water from the State Water Project, local groundwater, and local surface waters. DSRSD's contract with Zone 7 expires September 1, 1993. The existing contract between Zone 7 and DSRSD may not allow DSRSD to retail water outside of the Zone 7 service area (to Dougherty Valley) because the service area boundaries of Zone 7 and DSRSD are not coincident. A new contract would likely contain a similar restriction as service boundaries would not change. DSRSD staff believes the contract allows sales to Dougherty Valley while Zone 7 disagrees. The Brown and Caldwell study that the DEIR relies on concludes that "...it is only Zone 7 Board policy that may prevent water sales outside the Zone 7 service area" [DEIR, Appx. E, p. 3-5]. Even though DSRSD claims that "[i]f Zone 7 refuses to meet this commitment, DSRSD will immediately begin an effort to secure water supply independent of Zone 7,"³¹ new water supplies are limited, would probably involve complex institutional arrangements that require long lead times, and could be costly [DEIR, Appx. E, p. 3-6].

Thus, reliance on DSRSD is speculative at best since there is no assurance that DSRSD would be able to supply Zone 7 water to the Project or that DSRSD would be able to secure new firm supplies in time to serve the Project. Further, there is no guarantee that the LAFCO would approve the annexation of the Project to DSRSD.

According to a recent news report,³² the developers of the Project are paying DSRSD to search for water rights. The DSRSD,

³⁰ J.B. Lampe, Attachment A, EBMUD Review Comments, 1992, p. 1.

³¹ Letter from B. Michalczyk, DSRSD, to D. Mills, City of San Ramon, Transmitting Comments on the Draft Environmental Impact Report for the Dougherty Valley Growth Management and Specific Plan, January 7, 1992, p. 5, Comment 4.10.A.2.

³² Tom Geiger, Dougherty Valley Won't Float Without Water, Contra Costa Times, July 26, 1992.

in turn, has hired a consulting firm to find water rights that could be transferred to Zone 7, who would then treat the water and supply it to DSRSD. Apparently, four boards -- the DSRSD, Zone 7, Contra Costa County LAFCO, and Alameda County LAFCO would have to approve DSRSD's expansion. The article pointed out that "[t]oday, there is no guarantee they will be able to tap into a stable supply. And no water will flow to the 6,000 acre area until several questions are resolved: Will the developers find a utility to service the project? Will the state's drought, now in its sixth year, end any time soon? Will area politicians opposed to the project somehow prevent water delivery?"³³ It is clear from this article that water supply problems are far from being resolved. Because the DEIR is a Project EIR rather than a Program EIR, whatever option is ultimately selected should be fully described in the EIR.

A further complicating factor for a firm water supply from both EBMUD and DSRSD is the water rights hearings before the SWRCB. The Governor has required that the SWRCB develop interim standards to protect fisheries and other beneficial uses in the Sacramento-San Joaquin Delta and upstream waters by the end of 1992. These standards would likely include increases in Delta outflow and decreases in Delta exports, which would limit both existing and new exports out of the Delta and upstream areas. The California Department of Fish and Game ("CDFG"), in testimony before the SWRCB in July 1992, requested Delta outflow standards and exports limits that would severely curtail the amount of water available for export out of the Delta.³⁴ This could limit the amount of water Zone 7 could secure from the State Water Project, which takes its supplies out of the Delta. The recommendations also include specific minimum flow and temperature limits for the Mokelumne River³⁵ and the American

³³ Ibid.

³⁴ California Department of Fish and Game ("CDFG"), Summary and Recommendations for the Department of Fish and Game's Testimony on the Sacramento-San Joaquin Estuary, WRINT-DFG-Exhibit 8, July 1992.

³⁵ CDFG, Testimony of Jerry Mensch Department of Fish and Game Regarding Interim Measures for Protection of Fish and Wildlife on the Yuba and Mokelumne Rivers, WRINT-DFG-Exhibit 19, July 1992.

River,³⁶ which could limit EBMUD's entitlements on these two rivers.

The DEIR claims that impacts from the construction and operation of the required offsite facilities to deliver potable water to the Project cannot be assessed because the impacts are "too speculative" [DEIR, p. 5-42]. The impacts are "speculative" because the mitigation measures themselves are speculative. The two proposed mitigation measures provide no guarantee that potable water would be available when the Project needs it. It is also possible that an alternative mitigation measure not included in the DEIR would ultimately be selected, such as joint service by EBMUD and DSRSD.

In sum, the DEIR has identified two water supply alternatives that appear to face substantial obstacles without providing any indication of how the Project expects to overcome them. This is not true mitigation because there is no guarantee that either would be implemented.

The EIR should be modified to identify water supply alternatives that are feasible within the Project's time frame and to explicitly discuss how the Project plans to resolve any potential obstacles. A firm commitment should be obtained from the selected agency and supporting documentation, such as a letter of intent, should be appended to the EIR. The EIR should document that the agency has the commitment and financial ability to supply potable water to the Project without adversely affecting its ability to serve existing undeveloped and other properties within its service area. The discussion should disclose the agency's available supply, the maximum demand for water within its existing service area, the time schedule for supplying the water, and any constraints such as drought provisions. The source of the water that would be supplied to the Project (e.g., State Water Project, groundwater) should be identified and any institutional or other constraints should be disclosed. Existing policies, contracts, or institutional arrangements that may interfere with the agency's ability to supply the requisite amount of water in a timely manner should be fully discussed in the EIR and supporting documentation provided in an appendix.

³⁶ CDFG, Interim Actions to Protect Anadromous Fisheries in the Lower American River, WRINT-DFG Exhibit 15, July 1992.

9. The EIR Should Evaluate Additional Water Supply Alternatives.

As discussed in Comment #8, the DEIR evaluated two alternatives to supply potable water -- EBMUD and DSRSD. Both are speculative, may not provide a firm supply, and may not be available in time to supply the Project. The EIR should be expanded to evaluate water marketing opportunities to supplement other supplies, or to guarantee a firm supply. These additional water supply options could be implemented by the developer and would include temporary land fallowing, permanent land fallowing, elimination of wastage, and conjunctive use of surface and groundwater.

In temporary land fallowing, the developer would make annual payments to a farmer with irrigated acreage in exchange for the right to fallow the land and take the water in drought years or other periods of shortage. In permanent land fallowing, the developer would make payments to a farmer with irrigated acreage to permanently fallow the land in exchange for the right to the irrigation water. In water wastage schemes, the developer would make improvements to existing irrigation systems, as for example, by lining channels, and in exchange, would receive rights to the water saved by the improvements. In conjunctive use schemes, the developer would install wells on irrigated lands and pay the farmer to use the wells during dry periods in exchange for surface water rights. These schemes are becoming increasingly popular in California due to the shortage of new supplies.³⁷

10. The Mitigation Measures For Water Supply Impacts Are Inadequate.

The DEIR recommends five mitigation measures to reduce the significant impact due to the need to distribute and treat 4.7 to 5.4 MGD of potable water. These are: (1) supply by EBMUD; (2) supply by DSRSD; (3) use of efficient irrigation systems; (4) maximum use of recycled water for irrigation; and (5) developer's provision of its pro-rata share of water service improvements.

³⁷ See, for example, B. Brickson, Water Farming in the West, The Impacts and Implications of Long-Term, Rural-Urban Ground Water Transfers in Four Western States, Western Water, September/October 1991; G. Argent, Water Marketing: Driven By Low Supplies, Western Water, May/June 1989; G. Argent, Banking for the Future: Conjunctive Use of California's Surface and Ground Water, Western Water, March/April 1990; Metropolitan Water District of Southern California, Water Harvest, Focus, no. 3, 1992, p. 8.

The problems associated with the first two mitigation measures are discussed in Comment #8.

10a. Maximum Use Of Reclaimed Water Is Not Required. As discussed in Comment #5, the reclaimed water alternative selected in the DEIR does not require the use of reclaimed water for the irrigation of all open space areas in public places. Therefore, the reclamation alternative conflicts with Mitigation Measure 5.7, which requires "the maximum use of recycled water for irrigation of open spaces..."[DEIR, p. 5-41]. The EIR should be revised to require the use of reclaimed water to irrigate all public open spaces.

10b. Additional Conservation Measures Should Be Required. The only conservation measures required by the DEIR to reduce the use of potable water is drip or other efficient irrigation systems. The EIR should be revised to require the developer to adopt the Best Management Practices in the Memorandum of Understanding Regarding Urban Water Conservation in California.³⁸ These include the use of ultra low flush toilets, low-flow shower heads, and water tight plumbing throughout the Project, a water conservation coordinator for Dougherty Valley funded by the developer who would be responsible for interior and exterior water audits and incentive programs, large landscape water audits and incentives, public and school educational programs, and an enforced water waste prohibition.

10c. Water Efficient Landscaping Should Be Required To Reduce The Amount Of Water Required By The Project. The Water Conservation in Landscaping Act of 1990, commonly referred to as AB 325, requires cities and counties to develop and adopt water-efficient landscape ordinances by January 1, 1993. Otherwise, the Model Water-Efficient Landscape Ordinance automatically becomes effective for those cities and counties that do not meet this date. The only water efficient landscaping required in the DEIR is the use of water-efficient sprinkler systems [DEIR, p. 5-41].

The Model Ordinance establishes a structure for designing, installing, and maintaining water-efficient landscapes. A major provision of the Model Ordinance is the "water allowance" for each project. The water allowance is based upon 80 percent of the site's reference evapotranspiration rate. Some other important provisions of the Model Ordinance include: plants

³⁸ Memorandum of Understanding Regarding Urban Water Conservation in California, September 1991, Exhibit 1, p. 1-1 to 1-7.

appropriately selected and grouped in hydrozones; planting of trees encouraged; irrigation systems designed to use recycled water; no overhead sprinklers in median strips; separate meters for landscapes; automatic controllers and rain switches required; routine maintenance scheduled on a regular basis; landscape irrigation audits conducted every five years; conservation information to all new homeowners; and one model home to demonstrate conservation principles.³⁹

The EIR should be modified to require the adoption of the Model Ordinance for all landscaping unless the County has a comparable ordinance. If the County has a comparable ordinance, the EIR should require that the Project follows the County's ordinance for all landscaping.

11. The DEIR Does Not Evaluate Indirect Impacts Due To Providing A Water Supply.

While the DEIR states that construction of offsite water supply facilities would result in impacts, it does not identify nor evaluate them, claiming that they are speculative and the responsibility of the selected water service agency [DEIR, p. 5-42]. As explained in Comment #2, this is not true mitigation as there is no guarantee that it would be implemented. Further, CEQA requires that "[d]irect and indirect significant effects of the project on the environment shall be clearly identified and described..." (underlining added).⁴⁰ CEQA further requires that "[i]f a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed..."⁴¹ And as discussed in Comment #8, while these impacts may presently be speculative because the mitigation measures are speculative, the impacts will not be speculative when the EIR is revised to include feasible mitigation measures.

³⁹ Lynn Anderson-Rodriguez and Marsha Prillwitz, Cities & Counties Prepare for New Water-Efficient Landscape Requirements, Water Conservation News, California Department of Water Resources, July 1992, p. 5-8.

⁴⁰ State CEQA Guidelines, Section 15126(a), p. 137, June 1986.

⁴¹ State CEQA Guidelines, Section 15126(c), p. 138, June 1986.

11a. Construction Of Water Distribution And Treatment Facilities Could Result In Adverse Environmental Impacts. The mitigation measures to provide potable water service require the construction of substantial additional facilities including a new filter plant, pumping plant, water mains, pump stations, storage reservoirs, and aqueducts [DEIR, p. 5-40, 5-41]. The construction activities would emit criteria pollutants, cause soil erosion, and visual, transportation and noise impacts, and disturb biological resources, among others. The EIR should be expanded to identify and assess the environmental impacts associated with the construction of water supply facilities and propose mitigations as appropriate.

11b. Removal Of Additional Water From The Delta And Upstream Surface Waters Could Adversely Affect Fisheries. The supply of potable water to the Project would probably require the export of water from the Delta or upstream sources. For example, EBMUD currently draws its water supply from the headwaters of the Mokelumne River, which discharges into the Delta. EBMUD is being sued by a diverse coalition of individuals for a variety of reasons, including fishery impacts [DEIR, Appx. E, p. 3-6]. EBMUD also has rights to American River water, but does not currently use it. In emergencies, EBMUD also can take water from the Bixler Pumping Plant in the Delta. DSRSD obtains its water from Zone 7, which takes part of its water from State Water Project facilities in the Delta [DEIR, Appx. E, p. 3-5, 3-6].

It is well known that the fisheries in the Delta and upstream areas have been adversely impacted by water diversions.⁴² The California Department of Fish and Game ("CDFG") recently testified that

...most fish species dependent on the Bay-Delta Estuary for food, nursery habitat, and as a migration corridor are in decline. The striped bass population has declined by 70%. The winter-run Chinook salmon population is down below 90% of its historical level. The spring-run Chinook is down 80% while fall-run is down 50%. Starry flounder and Bay shrimp are going downhill, and listings for the spring-run, longfin smelt, green sturgeon, and Sacramento splittail are actively being considered. The U.S. Fish and Wildlife Service has proposed listing the Delta smelt.⁴³

⁴² Randall Brown, Bay/Delta Fish Resources, WRINT DWR-30, July 1992.

⁴³ CDFG, WRINT-DFG-Exhibit 8, July 1992, p. 1.

114 These and other declines in fishery resources are generally attributed primarily to water diversions and exports,⁴⁴ although other factors have contributed to the declines.⁴⁵

Any water supply option that involves transfers of water from the Delta or upstream areas could have significant impacts on the fishery. Because the fishery in these areas is presently in decline, any increase in diversions would aggravate an existing significant adverse impact. Therefore, fishery impacts as a result of the Project would be cumulatively significant.

The EIR should be revised to include a discussion of fishery impacts associated with all water supply alternatives that involve transfers of water out of the Delta and upstream areas. Mitigation should be proposed to minimize these impacts, including a hatchery program to replace lost fish and fish screens on diversion facilities.

12. The DEIR Does Not Discuss Mitigation Of Cumulatively Significant Water Supply Impacts.

Although the DEIR states that the Project would cause a cumulatively significant impact as a result of the need to supply potable water [DEIR, p. 17-6], it fails to describe the nature of the impact and how it would be mitigated.

What is a cumulatively significant impact due to the need to supply potable water? It is presumed that it would be insufficient capacity to meet the future demand for potable water in a provider's service area, which would mean that potential future customers now in the service area would be denied service because a newly annexed area preempted them in time. This could lead to litigation and a possible future interruption in supply, among other possible outcomes.

⁴⁴ CDFG, A Re-Examination of Factors Affecting Striped Bass Abundance in the Sacramento-San Joaquin Estuary, Exhibit WRINT-DFG-Exhibit 2 for the State Water Resources Control Board 1992 Water Right Phase of the Bay-Delta Estuary Proceedings, July 1992; CDFG, Impact of Water Management on Splittail in the Sacramento-San Joaquin Estuary, WRINT-DFG-Exhibit 5, June 1992; CDFG, Sturgeon in Relation to Water Development in the Sacramento-San Joaquin Estuary, WRINT-DFG-Exhibit 28, July 1992; CDFG, Delta Smelt, WRINT-DFG Exhibit 9, June 1992.

⁴⁵ Brown, WRINT DWR-30, June 1992, p. 19-35.

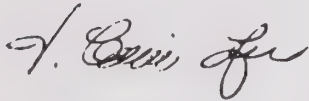
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The EIR should be revised to quantify the cumulative water supply impacts, to describe them, and to recommend mitigation to reduce them to an insignificant level. The EIR should not be certified until solutions to cumulatively significant impacts to all public services are crafted.

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(cont.)

Thank you for the opportunity to review and comment on the DEIR.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. Phyllis Fox".

J. Phyllis Fox, Ph.D.
Associate

- 35-1 The commenter's subjective opinions concerning the adequacy of the Draft EIR should be evaluated in light of the entire record, including the responses to comments and the Errata, which, together with the Draft EIR, complete the Final EIR. In addition, the Specific Plan and related entitlement application materials should be examined. Based on these considerations, the information contained in the Draft EIR accurately and consistently describes the project (see response to Comment 7-8). It also adequately and appropriately identifies the anticipated direct, indirect, and cumulative environmental impacts associated with the project, given what is known about the project at this time (see response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 26-2, 26-11, and 26-12).
- 35-2 See response to Comment 35-1.
- 35-3 See response to Comments 5-1 and 5-2.
- 35-4 The Draft EIR's project description satisfies CEQA's requirements of an accurate, stable, and finite project description that is consistent throughout the Draft EIR. Consistent with the approach of a tiered EIR, certain details regarding future approvals are not exhaustively addressed in the project description. See response to Comment 7-8.
- 35-5 The Draft EIR follows CEQA's "rule of reason" by describing mitigation measures to the extent currently feasible (see response to Comments 5-1 and 5-2).

An EIR is required to set forth feasible mitigation measures that would avoid or substantially lessen the project's significant impacts. These measures should be capable of being adopted with the findings supporting project approval. However, CEQA does not require that the precise means of mitigating all impacts be detailed in the EIR.

CEQA allows flexibility in devising mitigation where it would be impractical, infeasible, or undesirable to formulate the details at the time that the EIR is prepared. In such cases, the EIR's mitigation measures should commit the agency to developing detailed remedial steps at specific points in the planning and implementation process. This commitment may consist of mitigation "options" to be selected at a later date. Where mitigation is known to be feasible but it is impractical to devise specifics at the early stage, the agency can commit itself to devising the details of the mitigation according to specified performance criteria.

Consistent with the foregoing, the Draft EIR sets forth general mitigation measures with respect to certain impacts and defers the detailed formulation of how to implement those mitigation measures.

As a tiered EIR, the EIR appropriately defers the details of certain mitigation measures to subsequent discretionary approvals, such as tentative maps or final development plans. Detailed mitigation measures for the provision of potable

water, wastewater, and reclaimed water are deferred because they cannot be determined until providers of these services have been firmly identified. After the providers are identified, the County will have to consider whether the infrastructure necessary to provide these services will have potentially significant impacts requiring mitigation measures.

Geotechnical and engineering methods exist to address the potentially significant impacts identified in the EIR according to accepted industry performance standards. However, the County should not require the detailed soils investigations necessary before precise geotechnical and engineering measures can be imposed because such studies must be based on more detailed information regarding site plans than is currently available. However, adoption of the recommended mitigation measures and their incorporation into the mitigation monitoring program required by CEQA will commit the County to mitigating geotechnical and soils impacts.

The EIR's deferral of detailing an open space management plan is similarly explained. The management of open space is governed by health and safety and resource management standards. The plan itself will be spelled out after the precise areas to be preserved and managed are known.

Specific mitigation measures for the project's potentially significant impacts on the habitat of the tri-colored blackbird, a candidate for listing under the California Endangered Species Act, are also deferred. The mitigation plan ultimately imposed will depend on the amount of habitat that will be disturbed, if any, which will not be known until site plans are available. Further, the mitigation plan will require the approval of the California Department of Fish and Game and the U.S. Fish and Wildlife Service if the development causing the impact requires permits from those agencies. Given that the information necessary to complete the plan will not be available until later in the process and the jurisdiction over the approval of the plan is not yet settled, the EIR correctly recommends a mitigation measure that would require the County to commit to developing the mitigation plan prior to approving any development that would have a significant impact on the tri-colored blackbird. The EIR sets forth the necessary general contents of the plan, providing as much detail as is reasonable at this time.

Similarly, the project is expected to cause significant regional traffic impacts. The means of ameliorating these impacts is properly the task of a combination of agencies, which includes the County. Rather than preempt the ongoing, multijurisdictional approach to regional traffic problems, the EIR recommends that the developer be required to contribute financially to the solution of those problems. See response to Comment 26-16.

Because this is a tiered EIR, it is appropriate to defer the determination of whether environmental review is necessary to subsequent plans and documents.

35-7 The Draft EIR's analysis of environmental impacts is adequate for purposes of approving the currently contemplated development agreements because the present substantial evidence that significant agreements would not create environmental impacts beyond those addressed by the other project approvals covered by the EIR. Rather, the development agreements currently contemplated would vest the project approvals for which environmental impacts are analyzed under the Draft EIR. In contrast with the comment's concerns that new significant impacts are presented by the development agreements, it should be noted that the terms of these agreements are generally set forth in the Specific Plan or Preliminary Development Plans and provide supplemental mitigation measures of planning mechanisms designed to reduce project impacts. Other conceptual terms are economic or legal, without significant secondary physical impacts on the environment.

35-8 The Draft EIR discloses all information used in its analysis of impacts. Relevant information and assumptions from conceptual development plans used in the analysis (such as conceptual grading plans) are disclosed and available for independent analysis. Some of the most relevant information is contained within the document itself, and some is incorporated by reference and is available for public review at the Community Development Department. All entitlement applications that have been filed with the County are available for public review.

35-9 CEQA requires a reasonable attempt to predict project impacts and identify mitigation measures for those impacts. CEQA does not require detailed information about environmental impacts of constructing facilities whose construction is uncertain and which, should they be constructed, will be subject to their own environmental review.

Here, for example, the ultimate provider of water is uncertain. Although the commenter is correct in stating that CEQA requires that environmental review occur at the earliest feasible time, this requirement is balanced against practical requirement that information be available to permit meaningful environmental assessment. Thus, CEQA requires that any analysis of impacts not be too speculative. To evaluate the environmental impacts of these offsite utility improvements before the County or responsible agencies had committed to a course of action could be misleading to the public.

Until the provider is identified, the offsite distribution facilities that will be required are similarly uncertain (see Draft EIR pages 5-40 and 5-41). Any analysis of the impacts of these facilities would necessarily be speculative. In light of this uncertainty, the EIR reasonably examines water supply impacts by listing the facilities that may be required under two scenarios for water provision. The ultimate provider will be required to consider the environmental effects of the necessary facilities.

The exception to this uncertainty regarding the eventual provider of water is that portion of Shapell's property that is already within EBMUD's service area.

EBMUD has indicated that serving this area will not necessitate new offsite improvements. (EBMUD comment letter, August 4, 1992, page 5.)

- 35-10 Refer to response to Comments 17-1 through 17-9. LAFCO must ultimately determine whether the EIR is adequate for its purposes as the decision-making agency for actions associated with expansions to spheres of influence and district boundaries. LAFCO's determination has no effect on the adequacy of this EIR for use by the County as lead agency for the planning entitlements.
- 35-11 The potential LAFCO policy questions posed by the commenter help reinforce the significance of this project. Many of these issues are addressed in the Draft EIR and the Specific Plan itself and are expected to be central to the eventual determinations of LAFCO. They do not, however, directly relate to the adequacy of the Draft EIR.
- 35-12 The land use planning context for the project is adequately disclosed in the Draft EIR. In addition, a number of the comment letters provide differing perspectives on this issue; these letters are now part of the public record and included in the Final EIR. The resolution of this issue involves the planning process itself and is not within the scope of the EIR.
- 35-13 The project includes a General Plan Amendment that addresses points of inconsistency with the existing General Plan. The issue of General Plan consistency analysis is addressed in the Draft EIR in the section titled "Interpretations of General Plan Goals and Policies" (page 4-32). This section states that the policies expressed in the General Plan "... are intended to be part of an integrated document encompassing concerns which are both compatible and competing, and it is inappropriate to assess the consistency of a singular policy without reference to this framework..." (Draft EIR, page 4-32). The applicable general plan policies are disclosed verbatim in the document (pages 4-24 through 4-29). The ultimate determination of General Plan consistency is dependent on the decision-making process itself and is not within the scope of the EIR.
- 35-14 An infill alternative was determined not to be feasible as a method of attaining the project objectives. See response to Comments 5-87 and 7-85. Moreover, the EIR states that this long-term project is within the County's Urban Limit Line, identifies proximate development, and analyzes the other impacts identified by this comment. In view of the reference to the project site being within the Urban Limit Line and consistent with the County's 35% ceiling on urban development, the decision maker could determine that the General Plans "in fill" policies have been met and adequately addressed in the Draft EIR. CEQA requires an EIR to describe a reasonable range of alternatives to the proposed project, or to its location, that could feasibly obtain the project's basic objectives. Here, the Draft EIR discusses a reasonable range of alternatives and evaluates the comparative merits of each alternative in terms of its ability to reduce significant environmental effects and to attain the project's basic objectives. Thus, the EIR satisfies the requirements of CEQA with regard to its discussion

of alternatives, and no analysis of the alternatives suggested by the commenter is required.

- 35-15 See response to Comment 35-5. In regard to the certainty of mitigation measures, the provision of water service to the project will be used to illustrate the analytical approach used by the EIR.

The commenter suggests that, absent a firm commitment from a water provider, reference to potential water providers cannot be relied on as mitigation for impacts on the need for potable water (see response to Comments 35-13, 35-55, and 35-56). Their comments are reactions to the Draft EIR's statement that significant impacts in this regard will be mitigated, in part, by annexation to one of two potential water providers (Mitigation Measures 5.4 and 5.5). The commenter questions the likelihood of either of these annexations occurring. Thus, they assert that the mitigation measures for these impacts are too speculative to be considered feasible.

There are two responses to these comments. First, the Final EIR does not determine that Mitigation Measures 5.4 and 5.5 reduce the project's impacts on the need for potable water to insignificance. The EIR states that impacts on public services and utilities are considered significant if implementation of the project would require extension of a public service or utility to an area not planned for service (see Draft EIR pages 5-31 and 5-32). The Final EIR indicates that, because the project will require extension of water service to an area not currently planned for service, the impact of the project on the need for potable water will not be mitigated to a level of insignificance. This determination renders moot any questions regarding whether Mitigation Measures 5.4 and 5.5 will reduce the impacts to insignificance.

Furthermore, the commenter's concerns that the project will be developed without an adequate water supply (expressed by the commenter as concern over the present uncertainty over who the provider will be) are answered by the County's growth management policies, which will govern development of the project. Pursuant to the County's policies, the project will not be constructed without an adequate water supply. Approving the General Plan Amendment, Specific Plan, and Preliminary Development Plan is insufficient authorization to allow development. Thus, an identification of the ultimate provider of water is not required prior to these approvals. However, the County will not allow development without annexation to one of the identified water providers or some other assurance of water service. See also response to Comments 35-5 and 35-9.

- 35-16 See response to Comment 35-15. See also response to Comments 26-2, 26-11, and 26-12.
- 35-17 See response to Comment 35-15. See also response to Comment Letter 34.
- 35-18 See response to Comment 35-15. See also response to Comment Letter 34.

- 35-19 See response to Comment 35-15. See also response to Comment Letter 34.
- 35-20 See response to Comment 35-15. See also response to Comment Letter 33.
- 35-21 See response to Comment 35-15. Some of the topics listed by the commenter are treated in response to Comments 37-43, 37-58, 5-69, 37-143, 5-80, and 5-81.
- 35-22 See response to Comment 35-5.
- 35-23 See response to Comment 7-86.
- 35-24 See response to Comment 2-13. Secondary energy impacts associated with provision of water and sewer services are covered by "Irreversible Environmental Changes" (page 17-2) and would be addressed when subsequent environmental analysis occurs on offsite service infrastructure projects.
- 35-25 The Draft EIR states that the cumulative impact analysis is based on regional land use projections formulated for the CCTA Tri-Valley Circulation Study (or Tri-Valley Model). These projections were derived from jurisdictional general plans and ABAG demographic data. This information was used to quantitatively address cumulative traffic, air quality, and noise impacts (Draft EIR, page 17-4).

This cumulative impact analysis is based on the "general plan approach" authorized by CEQA as one of two possible approaches (Guidelines section 15126). The other approach, the "list approach", was deemed to be infeasible due to the uncertainty associated with the development of a stable list of reasonably foreseen projects and their exact size that could be considered accurate throughout the period during which the project has been planned and analyzed. The qualitative aspects of the analysis are considered appropriate for the majority of issues due to the nature of these topics (e.g., biological resources and visual impacts). The geographic extent of the cumulative impact analysis remained consistent for the issues that were based on the projections but appropriately varied for other issues in consideration of the local or regional extent of anticipated cumulative impacts.

This cumulative impact analysis has been amended by the Revised Dougherty Valley Specific Plan Traffic Study (October 10, 1992), which used the latest land use projections by the CCTA (Economic and Planning Systems, June 11, 1992). This land use forecast information was allocated within the region by traffic zones shown in Figure C-3, Appendix D-C, and by Table I-1 in Appendix D-I.

The conclusions of the revised traffic study were used to re-analyze cumulative air quality and noise impacts to be consistent with the traffic analysis. Because the results of this re-analysis indicated little quantitative change in cumulative conditions between the those reported in the Draft EIR and those of the Final EIR, the qualitative analyses were retained and are considered accurate.

The discussion that identified particular proposed projects in the region was intended to assure the reader that these projects were included in the above projections. It was not intended as a "list of projects", as discussed above.

The contents of the above discussion will be added to the Final EIR to clarify the methodology used for the cumulative impact analysis.

- 35-26 See response to Comments 5-87, 7-85, and 35-14.
- 35-27 See response to Comment 7-4.
- 35-28 See response to Comments 7-4 and 35-1.
- 35-29 See response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 26-2, 35-1, and 35-5.
- 35-30 See response to Comments 5-1, 5-2, 35-1, and 35-8.
- 35-31 See response to Comment 5-9. A mitigation monitoring program would be developed by the County prior to project approval, as required by CEQA.
- 35-32 See response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 26-2, 35-1, and 35-5.
- 35-33 See response to Comment 35-25. Cumulative impacts of regional wastewater disposal are concluded by the Draft EIR as significant (page 17-6). See also response to Comment Letter 19 concerning the wastewater issue.
- 35-34 See response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 26-2, 35-1, and 35-5.
- 35-35 Mitigation Measure 11.13 outlines elements needed for the detailed tricolored blackbird habitat mitigation plan. This mitigation measure is consistent with USFWS's request for a mitigation plan (see response to Comment 34-7). This measure is appropriate at this level of environmental review. Refer to response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 26-2, 35-1, and 35-5.
- 35-36 The policy specifically states that "approvals to allow construction" (emphasis added) of development projects require such studies. The approval implementing final development plans and tentative maps would be the stage at which such construction approval would be issued by the County, conditioned upon provision of the studies and any site planning measures needed to avoid or compensate for adverse soil conditions. See response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 26-2, 35-1, and 35-5.
- 35-37 The commenter is incorrect. Impacts of construction of offsite water and wastewater facilities are identified in the Draft EIR on pages 5-37 and 5-42. See response to Comment 35-9. Construction of a light rail system to serve Dougherty Valley is not a part of the project or a proposed mitigation measure, although a right-of-way for such a system would be reserved should it be determined to be feasible. Construction and operation impacts of a light rail

project would require future environmental review by the lead agency that proposes such a project.

- 35-38 See response to Comment 35-37.
- 35-39 See response to Comment 35-37.
- 35-40 See response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 26-2, 35-1, and 35-5.
- 35-41 See response to Comments 5-1, 5-2, 5-7, 5-9, 5-90, 7-17, 26-2, 35-1, and 35-5.
- 35-42 See response to Comments 5-89 and 5-90.
- 35-43 See response to Comments 5-89 and 5-90.
- 35-44 See response to Comments 5-89 and 5-90.
- 35-45 See response to Comments 5-89 and 5-90.
- 35-46 See response to Comments 5-89 and 5-90.
- 35-47 See response to Comments 5-89 and 5-90.
- 35-48 See response to Comment 5-90. See also related response to Comments 5-1, 5-2, 5-7, 5-9, 7-17, 26-2, 35-1, and 35-5. Under the County's land use approval process, grading plans will be approved by the County as part of final development plans or tentative maps.
- 35-50 See response to Comments 18-2, 18-17, 19-5, and 19-25. See also related response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9.
- 35-51 See response to Comments 18-2, 18-17, 19-5, and 19-25. See also related response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9.
- 35-52 See response to Comments 19-5 and 35-9. See also related response to Comment 35-50.
- 35-53 See response to Comments 19-5 and 35-9. See also related response to Comment 35-50.
- 35-54 See response to Comment 5-89.
- 35-55 See response to Comments 18-2, 18-17, and 19-5. See also response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9.
- 35-56 See response to Comment 35-55.

- 35-57 See response to Comment 35-55.
- 35-58 See Comment Letter 21 and response to Comments 21-1 through 17 and 48-1 through 48-3. See also response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9.
- 35-59 See response to Comment 35-58.
- 35-60 See Comment Letter 31 and response to Comments 31-1 through 31-9. See also response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9.
- 35-61 See response to Comments 6-9 and 6-10. See also response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9.
- 35-62 See response to Comment 35-61.
- 35-63 See response to Comment 35-61.
- 35-64 Construction impacts are considered "temporary" in relationship to "permanent" emissions impacts associated with project operations (such as vehicle and stationary source emissions over the life of the project). The word temporary is not used in the description of construction impacts (pages 7-15 and 7-17). The exact receptor zone for construction-related particulates would vary daily during project buildout, depending on project phasing and the location and type of construction activities being conducted in the planning area at any given time. A detailed quantitative analysis of these factors would be speculative at this stage in project planning and environmental analysis, and such a detailed analysis goes beyond the specificity needed for evaluation of project impacts. See response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9. No change to the Draft EIR is required.
- 35-65 The Draft EIR clearly identifies the applicable requirements of the California Clean Air Act noted by the commenter (page 7-10), identifies the applicable regional policies that would help reduce project-specific impacts (page 7-12), and clearly concludes that the project would violate BAAQMD's proposed emission thresholds. These impacts are identified as significant and unavoidable, even though they can be reduced by the proposed mitigation measures. Although this analysis provides some evidence that the project would contribute to conditions that make attainment of California Clean Air Act mandates difficult, it is not appropriate to identify the project itself as "in conflict" with the Clean Air Act. See response to Comments 27-7 and 37-101 and Errata 37-101. No change to the Draft EIR is required.
- 35-66 The project's specific contribution to regional implementation of the listed measures is not identified because their implementation is the shared responsibility of many agencies and not specifically of the project proponents or

the County. See response to Comment 7-61. No change to the Draft EIR is required.

- 35-67 Noise-sensitive land uses are identified in the Draft EIR (page 8-15), and the relationship between the project's noise-sensitive land uses and noise impacts is adequately disclosed in the text (Table 8-5 and Figure 8-4). The exact number of residential units that might be exposed to significant noise impacts would vary with the details of project implementation. See response to Comment 5-52. See also response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9. No change to the Draft EIR is required.
- 35-68 Mitigation Measure 8.6 is designed to be used as an alternative to Mitigation Measure 8.5 (this is indicated by the word "or" between the measures). Mitigation Measure 8.5 would require location of noise-sensitive land uses within the planning area to avoid the significant impact of noise from Camp Parks. Mitigation Measure 8.6 allows the project proponents to attempt to reduce the noise at its source by working with the Army, but does not mandate Army cooperation. In either case, significant impacts would be reduced to less-than-significant levels at the site-planning stage of project design. No change to the Draft EIR is required.
- 35-69 See response to Comments 5-57 and 7-63.
- 35-70 The alternatives to the project include a Concentrated Development Alternative that would substantially reduce grading on steep slopes. This alternative, however, does not provide for an alternative road circulation system to reduce grading nor does it propose elimination of grading on slopes greater than 26% as requested by the commenter. The city grading policies are not applicable to this project because it is proposed for development within County jurisdiction.
- 35-71 The Draft EIR appropriately analyzes stormwater quality impacts. A detailed quantitative analysis would be speculative at this stage in project planning and environmental analysis, and such a detailed analysis goes beyond the specificity needed for evaluation of project impacts. See response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9. No change to the Draft EIR is required.
- 35-72 Mitigation Measure 10.4 in the Draft EIR includes implementation practices such as "grass swales and infiltration trenches and vegetated buffer strips" to reduce water quality degradation. The construction of this measure is broad enough to permit the creation of wetlands to serve such purposes. The likelihood of health hazards raised by the commenter is considered remote and speculative if the County is required to adhere to a federal NPDES process. No change to the Draft EIR is required.
- 35-73 This determination is the responsibility of the USACE and would be made by that agency based on a wetland delineation as noted in the Draft EIR. Although

the loss of jurisdictional wetlands is estimated in the Draft EIR and conceptual mitigation areas have been identified, the exact quantification of this loss remains to be determined based on detailed grading plans that have not yet been developed. A detailed quantitative analysis that addresses USACE Guidelines would be speculative at this stage in project planning and environmental analysis, and such a detailed analysis goes beyond the specificity needed for evaluation of project impacts. See response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9. No change to the Draft EIR is required.

35-74 See response to Comment 35-73.

35-75 See response to Comment 35-73.

35-76 The Specific Plan indicated conceptual wetlands mitigation areas that offer potential sites with attributes that could support wetland creation. Detailed mitigation plans would have to be biologically feasible to meet USACE Guidelines and allow issuance of a 404 permit. See response to Comments 5-1 and 5-2.

35-77 See response to Comment 47-9.

35-78 Mitigation Measure 11.4 appropriately and adequately developed and provided criteria by which success would be measured. It also allows for the flexibility necessary to allow detailed planting plans to be designed based on detailed grading plans that have not yet been developed. A detailed analysis of impacts on individual oaks would be speculative at this stage in project planning and environmental analysis, and such a detailed analysis goes beyond the specificity needed for evaluation of project impacts. See response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9. No change to the Draft EIR is required.

35-79 See response to Comments 5-85, 5-83, and 7-84.

35-80 See response to Comments 7-75 and 7-76.

35-81 See response to Comments 7-75 and 7-76.

35-82 See response to Comments 7-75 and 7-76.

35-83 See response to Comments 5-89, 7-75, and 7-76.

35-84 See response to Comments 7-75 and 7-76.

35-85 See response to Comments 5-87 and 7-16.

35-86 See response to Comments 5-87 and 7-16.

35-87 See response to Comment 35-86.

- 35-88 See response to Comment 5-87.
- 35-89 Implementation of the project is expected to be phased, so this approach is within the definition of the project itself and not an alternative. See response to Comments 5-1, 5-2, and 5-3.
- 35-90 See response to Comment 35-23.
- 35-91 See response to Comment 2-13.
- 35-92 See response to Comment 35-15.
- 35-93 See Comment Letter 19 and response to Comments 19-5, 19-6, and 19-12. Also see response to Comment 35-15.
- 35-94 See response to Comment 35-93.
- 35-95 See response to Comment 35-9.
- 35-96 See response to Comment 35-93.
- 35-97 See response to Comment 35-9.
- 35-98 See response to Comment 35-9. Also see response to Comments 5-1, 5-2, and 35-5.
- 35-99 See response to Comment 35-9. Also see response to Comments 5-1, 5-2, and 35-5.
- 35-100 See response to Comment 35-9. Also see response to Comments 5-1, 5-2, and 35-5.
- 35-101 See response to Comment 35-9. Also see response to Comments 5-1, 5-2, and 35-5.
- 35-102 See response to Comment 35-9. Also see response to Comments 5-1, 5-2, and 35-5.
- 35-103 See response to Comment 35-25.
- 35-104 See response to Comment 18-17.
- 35-105 The Draft EIR and its Appendix E provide an adequate level of specificity for project impact assessment. Mitigation Measure 5.7 in the Draft EIR requires maximum use of recycled water for public places. See response to Comments 18-17, 19-70, 5-1, 5-2, and 35-5.

- 35-107 See response to Comment 35-106.
- 35-108 See response to Comment 35-103.
- 35-109 See response to Comment 35-50.
- 35-100 See response to Comment 35-50.
- 35-111 See response to Comment 35-105.
- 35-112 Many of the mitigation measures recommended by the commenter are already required by existing building codes and the existing County water conservation ordinance. Compliance with these measures will address the concerns of the commenter. Other measures, such as project-specific water audits of private properties by a developer funded quasi-public "water conservation coordinator", are not expected to further reduce these impacts appreciably.
- 35-113 The Final EIR has been modified as recommended by the commenter to expand Mitigation Measure 5.6 to require incorporation of the provisions of the Model Water-Efficient Landscape Ordinance or the County's equivalent ordinance as part of the design guidelines for the project. See the Errata.
- 35-114 See response to Comment 35-56.
- 35-115 Secondary impacts of offsite intrastate water transfers are considered speculative and are ripe for analysis when water rights or infrastructure expansion environmental documentation is prepared. See response to Comment 35-9.
- 35-116 See response to Comment 35-108.

Alamo Improvement Association

P. O. BOX 271 • ALAMO, CALIFORNIA 94501

CONTRA COSTA
FOR
JUL 16 PM 2:35
COMMUNITY
DEVELOPMENT DEPT

PINE COUNTRY LIVING

July 15, 1992

James W. Cutler
Contra Costa County
Community Development Department
651 Pine Street
4th Floor-North Wing
Martinez, CA 94553-0095

RE: Comments on Dougherty Valley Draft EIR
County File Number 2-01-SR

Dear Mr. Cutler:

The following comments pertaining to the Dougherty Valley Draft EIR are made on behalf of the Alamo Improvement Association:

1. **Change in Urban Limit Line (ULL):** The project proposes an expansion of the Urban Limit Line without a compensating diminution elsewhere. The proposed change is not insignificant. The change in the ULL should be identified as a significant impact due to its conflict with General Plan policy that the 65/35 ratio be maintained and that the ULL not be enlarged overall. We are not aware of any diminution of the ULL since its passage in 1990.

2. **Project "Benefits":** The applicant's claimed project benefits have been included in the PEIR. While inclusion of project objective is repeated, such editorial information from the applicant is unusual for an EIR. We disagree in principle with the inclusion of such information in an EIR. We also disagree with the substance of the following claimed benefits.

a. Enhancement of viability of rail transit:

Development to justify transportation system is logically backwards. Decentralized ...development such as this project is inherently more difficult to serve with transit systems. It is more accurate to say that a transit system, if it were feasible and acceptable, would enhance the feasibility of the project, not the reverse.

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b. Implementation of the project would improve the operation of portions of the road system.

Given the project impact on theregional road network, this is an incredible claim. If some minor segment of the local road system is predicted to function better after a project related road expansion, it is still disingenuous to claim any real improvement over the impact on freeways, interchanges, arterials, etc.

3. **Interpretation of General Plan Goals and Policies:** The EIR displays a biased conclusion, by stating that the project's inconsistency with the General Plan Open Space Policies could be found insignificant because "the project site is of more value to the County for its housing need, while other property in the County...may be more valuable as open space." This is a decision to be made by the Planning Commission and the public, not the EIR authors.

4. **Growth Management Transportation:** Goal 7B of the General Plan is to "permit development in unincorporated areas only when financing mechanisms are in place or committed which assures that adopted performance standards in the growth management program will be met." The EIR transportation mitigation measures fail to demonstrate the nature, feasibility and funding source for virtually all major proposed roadway and transit improvements, nor do they even demonstrate the adopted policy basis for such purposes. This constitutes a conflict with the Growth Management Element of the General Plan and therefore, a further significant impact beyond the actual failure to fully mitigate the identified transport impacts.

5. **Growth Management Schools:** General Plan Goal 7-AR requires that the County "assure that school facilities are adequate or committed to be adequate prior to approvals of major applications for residential growth." This is done nowhere in the EIR. In fact, the EIR finds that school fees are inadequate to fund the necessary school improvements. This constitutes

a conflict with the Growth Management Elements of the General Plan and, therefore, a further significant impact beyond the actual failure to mitigate school impacts.

6. **Growth Management Water:** The EIR does not demonstrate a feasible fund committed to be funded source of water for the

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proposed development. Therefore approval of the General Plan amendment of (or?) specific plan would constitute a violation of the Growth Management Element of the General Plan. This should be identified as a significant unmitigated impact beyond the actual failure to mitigate the impacts upon the water supply system. 8 (cont.)

7. Growth Management Wastewater Treatment: The EIR does not establish the technical feasibility nor the funding to provide the waste water treatment capacity for the project. This constitutes a violation of the Growth Management Element of the General Plan. Approval of the project would therefore constitute a significant unmitigated impact beyond the actual impact on the wastewater collection and treatment system. 9

8. Mitigation Measures-General: Many of the proposed mitigation measures are vague, indeterminate, and therefore, incapable of monitoring as required by GEOA. Working with agencies, implementing generalized transportation programs, etc. is too indefinite to assess results or to constitute real mitigation. This is especially true of the major impacts of the project on transportation, schools, water, and other infrastructure systems. 10

9. Mitigation Measure 5-22: states that the County should condition approval of the project on the availability of adequate school facilities. However, the County is not doing so now. On recent prior occasions, County decision makers have said that school infrastructure is "none of their business" as long as school fees are paid. A new system of requirements of fees would be necessary to carry out this mitigation. 11

10. Mitigation Measure 5-23: suggesting that the county "continue to work" with San Ramon and Danville to identify a community college site is indefinite and cannot be monitored or measured for effectiveness as required by GEOA. 12

11. Mitigation Measure 5-29: proposes deletion of proposed offsite trail segments to mitigate the fact that a continuous rail system cannot be assured. The appropriate mitigation would be to move the trail completely on site. 13

12. Extent of Analyzed Roadway Network: The project will have significant impacts on the entire I-680 corridor and probably the 24 corridor. Yet the roadway network analyzed 14

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does not include these areas. The analysis should be extended to include these areas. 14 (cont.)

13. Transportation Scenarios: The DEIR's portrayal of transportation impacts is misleading because the project impacts are only reported in relation to a year 2000 or 2010 scenario after other hypothetical assumed growth has occurred. Project impacts should be reported relative to existing conditions to give a more informative portrayal of project impacts. 15

14. Level of Service Standards for Congestion Management Plan Network: The DEIR states that, for all but a few segments, the required performance standard for I-680 is level of service "F". This is a contradiction in terms. Setting a required service standard for failure means that the service standard could never be violated. 16

15. Planned Roadway Improvements: The DEIR states that improvements have been "proposed for various roadways as shown in Figure G-5. This begs the question "by whom." For example, who proposed eight lanes on Camino Ramon between Crow Canyon and Sycamore, four lanes on Camino Tassajara, or six lanes on San Ramon Valley Boulevard south of Bolinset (sp?) Canyon. The source of the "proposal" for each road expansion should be cited. Otherwise, the traffic model results may be based upon a fallacious road network. 17

16. Rail Transits: The DEIR states that "the alternative alignments (for a hightrail line) will be either the freeway corridor or the abandoned Southern Pacific Railroad ROW." The latter alignment would conflict with the General Plan. The claim that light rail would occupy the Iron Horse Trail should be removed and the freeway corridor should be identified as the only alignment which is supported by the public and whacks consistent with adopted county policy. Any feasibility questions about the freeway alignment should be identified in the EIR if the feasibility of the freeway alignment cannot be verified by this EIR, then a light rail system should be removed from consideration as a mitigation for this project. 18

17. Projected Average Daily Traffic: The relative magnitude of the "with project" and 19

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"no project" average daily trips projected in Figure 6-7 is not credible for many road segments. For example:

I-680 south of Bollinger	1 4 4 , 5 0 0	with project ,
		150,000 no project
I-680 north of Crow Canyon	131,600	with project,
		135,200 no project
Crow Canyon at I-680	51,200	with project
		51,500 no project

Even if these numbers were reversed, the DEIR projects an impact of 0% to 4% in these areas. The project would increase the combined population of Alamo/Blackhawk, Danville, San Ramon, and Dublin by 27%. A 0 to 4% impact (let alone a reduction impact) due to the project is simply not credible. This is a good example of how the masking effect of the assumed transportation scenarios (i.e. masked with other assumed growth) sires misleading results.

18. Projected Freeway Levels of Service: Figures 6-8 and 6-9 project no change in "level of service due to the project on all analyzed freeway segments. Again, this is not credible.

19. Transportation Mitigations: The transportation mitigations for the identified significant roadway impacts are inadequate because they are indefinite, unmeasurable and there, incapable of being monitored as required by CEQA. TSM measures are, historically, of little effectiveness. Making land use changes to address job/housing issues is vague and also of questionable effectiveness. All transit improvements, road widenings, etc., should be analyzed for their engineering and financial feasibility and their public acceptability prior to any project approval. Failure to do so would violate CEQA and the Growth Management provisions of the General Plan.

20. Transportation Mitigation Measure 6-36: is inappropriately growth inducing and would be similar in controversy to the proposed Mid-State Toll Road..

21. Noise Impacts: Noise impacts throughout the San Ramon Valley from proposed transportation improvements due to the project should be assessed in the EIR. The suggested transit system, road widenings and freeway widenings will inflict a massive noise impact on the San Ramon Valley. Noise impacts thus understated in the DEIR.

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22. Mitigation Measure 8-7: Would require an EIR for any proposed light rail system. A mitigation measure that requires an EIR cannot be deemed feasible at this time. Therefore, a light rail system cannot be used as a mitigation measure for this project by the EIR.

23. Grading of Slopes over 26%: General Plan Policy 10-29 states that "hillsides with slopes of 26% or more shall be considered unsuitable for types of development which require extensive grading or other land disturbances." The project proposes to grade hundreds, if not thousands, of acres of over-26% slopes. The DEIR contradicts itself by finding that this is "suitable" but that it is a significant unavoidable impact because of the General Plan conflict.

24. Housing, Population, and Employment: The EIR concludes that the massive residential growth represented by this project is necessary to balance assumed job growth. If expected job growth is out of balance with the housing supply, conversion of commercially zoned land to resident is a more appropriate response. Furthermore, the DEIR curiously concludes that the project's effect of changing the ratio of jobs to job-holders from .99 to .42 is a beneficial impact and demonstrates that this project would create an oversupply of housing in the area.

25. Alternatives Analysis: The DEIR concludes that the Concentrated Development Alternative is environmentally superior to other development alternatives, even though it has much great infrastructure impacts than other alternatives. The most significant impacts of this project are infrastructure and growth inducement impacts. The lower density alternative should be found environmentally superior to the other development alternatives. Another alternative which would be more environmental superior to the lower density alternative would be a concentrated lower density alternative. Such an alternative should be analyzed and evaluated by the DEIR.

CONCLUSION:

The self-fulfilling growth assumptions of the transportation analysis have the effect of masking the magnitude of the project impacts. Many infrastructure impact, including transportation, water, sewer, schools, etc., remain without effective mitigation analysis and yet no conflict with the Growth Management Element of the General Plan is identified. Many of

James W. Cutler
Contra Costa County
Community Development Department
July 15, 1992
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RE: Comments on Dougherty Valley Draft EIR
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the proposed mitigations, indefinite as they are, would be highly controversial in their own right. This EIR should be more forthcoming regarding the project transportation impacts and be more demanding in its determination of what would constitute effective and adequate mitigations under CEQA and the Growth Management provisions of the General Plan.

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Thank you for your consideration in this regard.

Yours very truly,


MARC S. MAZER
CHAIRMAN, PLANNING COMMITTEE

MSM:sg

cc Dave Holmgren
Sherry Neely
Dorothy Combs
Fred Glueck

- 36-1 The rationale for the proposal for the modification of the urban limit line is to provide for a land transfer between Camp Parks and Windemere to establish a more effective boundary between the properties. The commenter is correct in noting the precedent-setting nature of the request, but its importance remains to be evaluated during the decision-making process. See response to comment 35-13.
- 36-2 Refer to response to comment 7-16.
- 36-3 Comment noted.
- 36-4 Refer to response to Comment 6-31.
- 36-7 Mitigation Measure 5.22 addresses project inconsistency with General Plan Goal 7-AR by conditioning the approval of final development plans on the availability of adequate school facilities. As mitigated, the project is not considered inconsistent with the General Plan.
- 36-8 Comment noted. This impact was considered significant and unavoidable in the Draft EIR. Refer to Comments 18-2 and 18-9 for a discussion of this issue. Refer to Chapter A, "Introduction", in this document and response to Comment 5-89.
- 36-9 Comment noted. Refer to response to Comment 19-5. Refer to Chapter A, "Introduction", in this document and response to Comment 5-89.
- 36-11 Comment noted. A mitigation monitoring program will be adopted at the time of project approval.
- 36-12 Mitigation Measure 5-23 is an appropriate mitigation measure at the project-planning level. Additional analysis of an adequate community college site will be addressed in subsequent planning stages.
- 36-13 Comment noted. Mitigation Measure 5-29 in the Draft EIR suggests that the trail should be moved entirely within the planning area.
- 36-14 Refer to response to Comment 14-1.
- 36-15 Refer to response to Comments 7-95 and 12-3.
- 36-16 Comment noted. This is the established LOS standard for I-680, however, as adopted by all affected local agencies and stated in the 1991 Contra Costa Congestion Management Program. Refer to Appendix D-5 of the Draft EIR.
- 36-17 The listing of planned roadway improvements for 2000 and 2010 that were attached as Appendix C to the Dougherty Valley Traffic Study were compiled by each of the Tri-Valley agencies based on their own general plans, and by Caltrans. Only the roads within the project boundary are proposed by the

developer. As cited in the comment, no proposal exists for eight lanes on Camino Ramon between Crow Canyon Road and Sycamore Valley Boulevard. The numbers at that location refer to I-680 not Camino Ramon. San Ramon Valley Boulevard is planned to be four to six lanes south of Bollinger Canyon Road as provided in the city's general plan circulation element.

- 36-18 The discussion on page 6-28 clearly identifies the positions of San Ramon and Danville as preferring the light rail alignment in the I-680 freeway corridor. The future light rail system is not a component of the proposed project, nor is it included in the impact evaluation. Therefore, it is unnecessary to provide a detailed study of the feasibility of constructing light rail service along the I-680 corridor.
- 36-19 Refer to response to Comment 7-110.
- 36-20 Refer to response to Comment 7-110.
- 36-21 Specific mitigation measures are described and quantified for all impacts that are reduced to a less-than-significant level. Mitigation measures addressing transit, freeway widening, alternative transportation corridors, and land use strategies are not found to reduce any impact to a less-than-significant level. Mitigation Measure 6.3 (renumbered as Mitigation Measure 6.5 in revised Chapter 6) of the Draft EIR is consistent with the CCTA Growth Management Program and is further explained in response to Comment 2-2.
- 36-22 Refer to response to Comment 36-21.
- 36-23 Mitigation Measure 6.5b in revised Chapter 6 includes only suggested options for descriptive purposes. Any project implementation pursuant to Mitigation Measure 6.3b would be subject to further environmental review (see response to Comments 5-1, 5-2, and 5-90).
- 36-24 Refer to response to Comment 5-52.
- 36-25 This mitigation measure was intended to anticipate the need for acoustical analysis and mitigation of noise impacts associated with any future proposal for a light rail system. Such a rail system is not part of this project, and is not a mitigation measure itself. Should such a rail system be proposed, it would be subject to environmental review, and mitigation measures 8-7 notes this fact as a means to ensure that associated noise impacts are carefully considered and mitigated at that time. No change to the Draft EIR is required.
- 36-26 Refer to response to Comment 56-1.
- 36-27 The EIR uses available data and projections from the Association of Bay Area Governments to conclude that there is a shortage of housing. Converting commercially zoned land to residential zoned land should be addressed in the

General Plan and General Plan EIR, and hence, is beyond the scope of this project EIR. No changes to the Final EIR are required.

36-28

A lower jobs-to-employed-resident ratio indicates there are more houses than jobs for this project; this will result in an increased supply of housing. This impact is considered beneficial because there is a housing shortage in the Tri-Valley region. No changes to the Final EIR are required.

McCUTCHEN, DOYLE, BROWN & ENERSEN

COUNSELORS AT LAW

1331 NORTH CALIFORNIA BOULEVARD

POST OFFICE BOX V

WALNUT CREEK, CALIFORNIA 94596

TELEPHONE (910) 937-8000

FACSIMILE (910) 975-9390

August 4, 1992

WASHINGTON D.C.

TAIPEI

AFFILIATED OFFICE

BANGKOK

DIRECT DIAL NUMBER

(510) 975-5374

James W. Cutler
 Assistant Director Comprehensive Planning
 Contra Costa County
 Community Development Department
 651 Pine Street
 North Wing - 4th Floor
 Martinez, CA 94553

Draft Environmental Impact Report
 Dougherty Valley General Plan Amendment,
 Specific Plan and Implementing Entitlements
 County File No. 2-91-SR
 Our File No. 72272-004

Dear Mr. Cutler:

We represent Shapell Industries in connection with the above-listed entitlements for the Dougherty Valley Project ("Project"). We have reviewed the draft environmental impact report ("EIR") prepared for the Project and have the comments set forth below. We note that changes made to the text of the EIR often require parallel modifications to the EIR Summary. We have attempted to identify the appropriate pages of the Summary that will require modification.

The EIR generally meets all applicable requirements for draft environmental impact reports under the California Environmental Quality Act ("CEQA"), Public Resources Code sections 21000 et seq. and state and county implementing guidelines. However, as we explain below, the EIR occasionally overstates the Project's impacts and recommends excessive or infeasible mitigation measures.

We believe that the Project will represent a substantial benefit to the County and nearby cities,

James W. Cutler
 August 4, 1992
 Page 2

notwithstanding its environmental impacts. In addition to providing affordable housing, improving the local jobs/housing balance and enhancing on-site riparian habitat, the Project will generate revenues well in excess of the County's costs for serving the Project, resulting in a net financial gain of over \$131,000,000 for the period of 1995-2015 (Fiscal Impact Report, June 1992, PBR). Accordingly, the County's net financial gain from the Project will satisfy the Project's need for public services as well as provide a substantial surplus to help fund other important public programs.

I. GENERAL COMMENTS

Comment 1: As discussed in detail in Chapter 14 of the EIR, Housing, Population and Employment, the Project will improve the region's jobs/housing balance by providing housing that is both close to local job opportunities and reflective of those opportunities with respect to unit cost and type. This will ultimately reduce traffic and air quality impacts, but can only be accomplished by developing a large amount of new housing near the Tri-Valley job centers. Such a development inevitably has environmental consequences, but those consequences are outweighed by the benefits of focusing development towards job centers. The EIR should acknowledge that the Project's impacts are reasonable in light of its jobs/housing goals.

Comment 2: The EIR identifies a number of significant and unavoidable Project impacts. However, it should be emphasized that many of these impacts will occur whether or not the Project is developed, particularly those relating to traffic. For example, the level of service on Interstates 580 and 680 is expected to diminish to LOS F even without the Project; although the Project will contribute to the traffic on these freeways, it will be a relatively minor factor in the overall impact. To strengthen the EIR's usefulness as an informational document, the final EIR should note that the traffic impacts identified as significant and unavoidable in the EIR will occur with or without the Project.

Comment 3: In recommending mitigation measures for cumulative impacts, the EIR frequently refers back to the measures recommended for Project-specific impacts. For example, in Chapter 10, Hydrology and Water Quality, the mitigation measure for cumulative increased water quality degradation refers back to the measure for the Project-specific impact on water quality. In such cases, the EIR should clarify

that the recommended mitigation for the cumulative impact is to impose the Project-specific mitigation measure on all development contributing to the cumulative impact.

Comment 4: Many of the Project's identified impacts relate to the proposed development on hillsides. Several points should be considered in the final EIR relative to these impacts.

The proposed development is designed to accommodate the demand for housing generated by nearby job centers. It is large in scale in order to provide reasonably priced housing reflective of local employment opportunities. To achieve the benefits of an improved jobs/housing balance, the Project must have sufficient economies of scale to enable large numbers of local workers to live in the Project. There are no large tracts of flat land proximate to the significant job centers in the Bay Area. Improvement of the area's jobs/housing balances justifies development of the Project site's less visible hillsides.

Secondly, the hillside portions of this Project site are not uniformly the most valuable for preservation as open space. To maximize the habitat value of the open space areas on the site, the DVSP elects to preserve some of the flatter portions of the site, and develop some of the hillsides. Visually sensitive development of hillsides is consistent with the County's General Plan, particularly where it will further the Plan's affordable housing and resource protection goals.

Comment 5: The final EIR should acknowledge that the Project offers substantial environmental benefits. The many decades of cattle grazing on the site has severely degraded the property's environmental quality, particularly in the sensitive Valley Oak and Willow riparian habitats. The DVSP proposes the enhancement and protection of the site's riparian corridors, and the other wetland areas of the site. These Project benefits outweigh the potential loss of the more common grassland habitat.

Comment 6: Many of the mitigation measures recommended in the EIR are not within the County's jurisdiction, but must be implemented by another public agency. To the extent that these improvements are required to mitigate significant Project impacts, Project approval will require a finding that (i) the improvements are within the responsibility and jurisdiction of another public agency and

(ii) that such measures have been adopted by such other agency or can and should be adopted by such other agency.

If the implementation of the mitigation measures is uncertain, the findings adopted with the Project must acknowledge that the impacts may not be mitigated to a level of insignificance. A statement of overriding considerations would also be required.

To clarify the nature of the findings that will be required for mitigation measures outside the County's jurisdiction, the final EIR should identify those measures that have been adopted by the appropriate agency.

II. SECTION-BY-SECTION ANALYSIS

A. Introduction.

Comment 7 (page 1-6): The seventh bullet under the heading "Contra Costa County Review and Approval Process" should be expanded to read as follows:

Approval of subdivision maps, including parcel maps, vesting tentative maps and final maps;

B. Summary.

Comment 8 (page 2-1): The second sentence of the first paragraph should be expanded and clarified to read as follows:

The Project includes an amendment to the County General Plan, and the approval of the DVSP, rezoning, preliminary and final development plans, vesting tentative subdivision maps, final subdivision maps, development agreements and related entitlements.

Comment 9 (page 2-1): The third paragraph indicates that impacts are considered to be avoidable unless identified as unavoidable. However, in describing Table 2-1, the EIR speaks of the Project's significant impacts as being reduced or eliminated by the recommended mitigation measures. In order to avoid confusion, the EIR should state that unless otherwise

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indicated, the recommended mitigation measures will avoid or reduce to insignificance the Project's impacts. It would also be helpful to define "mitigate" as "avoid or reduce to insignificance."

Comment 10 (page 2-1): In the fourth paragraph, the parenthetical description of the Lower Density Alternative refers to the "Project Alternative". The reference should be to the "Project". The Project is not an alternative, but rather the proposal under study in the EIR.

Comment 11 (Table 2-1, page 6): The summary does not indicate the significance of the community college impact after mitigation. As explained in Comment 65, we disagree that the Project will have a significant impact relating to community college capacity. However, if this conclusion remains unchanged in the Final EIR, the phrase "less than significant" should be inserted for this impact under the heading "Significance After Mitigation".

Comment 12 (Table 2-1, pages 8-9): Under the heading "Project Related Impacts" the EIR references the Project's impacts on I-680 and I-580 twice. Accordingly, the last two impacts listed under this heading should be deleted.

Comment 13 (Table 2-1, page 18): Mitigation Measure 8.7 should be included in the Summary, with the modifications recommended in Comment 106, page 8-29.

Comment 14 (Table 2-1, page 34): In an apparent clerical error, the EIR Summary indicates that the modification of Dougherty Valley Road is a significant and unavoidable impact. This should be modified to reflect the text on page 15-16, which states that the impact is mitigable by Mitigation Measure 15.1. It appears that this measure has been omitted from the Summary.

Comment 15 (Table 2-1, pages 34-39): The mitigation measures for visual quality impacts should be renumbered to match those in Chapter 15.

Comment 16 (Table 2-1, page 39): The Summary indicates that no mitigation is available for cumulative impacts on regional visual resources. This should be modified to reflect page 15-28 of the EIR text. If mitigation measures similar to Dougherty Valley's are imposed on future

developments, such mitigation measures will substantially reduce the cumulative impact.

C. Project Description.

Comment 17 (page 3-1): In the third line of the first paragraph, the word "vesting" should be inserted before the word "tentative".

Comment 18 (page 3-4): The word "describe" should be deleted from the first heading on the page.

Comment 19 (page 3-7): In the paragraph that begins at the bottom of the page, the EIR should note that the net area of 37 acres that is proposed for land transfer out of the ULL is considered a minimal adjustment.

Comment 20 (page 3-18): In Figure 3-6, the multi-family area west of Dougherty Road should be cross-hatched to indicate development as Multiple Family Low Density Residential. In Figure 3-7, "Shapell" and "Windemere" have been misspelled.

Comment 21 (page 3-23): The following should be added to the discussion of the DVSP's utilities element.

Cable television service. Viacom, Inc. or Ponderosa Cable would provide cable television service to the planning area. In the alternative, a cable television company may be formed specifically to serve the Project.

Comment 22 (page 3-26): The second bullet under the heading "Implementation" should be expanded to specify that up to 2,750 affordable housing units will be created.

Comment 23 (page 3-27): The first paragraph is unclear and appears to be incomplete. We believe that it should read as follows:

The Project proponents, Windemere and Shapell, will each enter into a development agreement with the County pursuant to Government Code § 65864 et seq. These agreement will establish the conditions, regulations and procedures that will control

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the development of the Project, and grant the Project proponents vested rights to develop the Project pursue to those conditions, regulations, and procedures.

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Comment 24 (page 3-29): The second sentence of the first paragraph should state that the EIR is intended to serve as the environmental document for all necessary entitlements.

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Comment 25 (page 3-29): The first sentence under the heading "Project Benefits" suggests that the list of environmental benefits is the subjective opinion of the Project proponents. These benefits are objectively verifiable. The approximately 2,750 units of affordable housing, restoration of creek corridors, enhancement of habitats, flood control improvements and reductions in cattle grazing are components of the DVSP. The traffic studies verify that the Project will enhance the viability of transit improvements and result in improved traffic conditions at certain roadways and intersections. Lastly, an improved jobs-housing balance and publicly accessible open space and trail systems are foreseeable consequences of the DVSP.

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D. Land Use.

Comment 26 (page 4-3): The following paragraph should be added after the first paragraph under the heading "Existing Land Use:"

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The long-term grazing on the Project site has caused substantial deterioration in on-site habitat.

Comment 27 (page 4-6): In the first line of the last paragraph, the reference should be to Figure 4-3.

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Comment 28 (page 4-4): The discussion of surrounding land uses should be modified to indicate that the West Branch development is located to the north of the Project site, off Crow Canyon Road and Dougherty Road.

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Comment 29 (pages 4-12 through 4-13 and Table 2-1, page 1): The EIR should acknowledge that the Project is consistent with each cited policy of the City of San Ramon General Plan.

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Comment 30 (page 4-19): The information under the heading "Funding Issues" should be expanded and clarified. The proposed development agreements for the Project need not set forth funding mechanisms for the infrastructure facilities and services needed to support the Project. However, the DVSP and other approvals required to develop the Project are addressed in the development agreements. These approvals should and do assure that the funding needed to ensure compliance with the General Plan's growth management standards for infrastructure will be available. To clarify the relationship between Project entitlements and infrastructure funding, we recommend that the Funding Issues discussion be replaced by the following text:

The growth management policies of the General Plan require a funding program to assure that infrastructure facilities and services covered by growth management performance standards, such as road improvements and fire and police facilities, will be in place at the appropriate time (see General Plan Policy 4-1, Implementation Measure 4-M). Accordingly, the County should withhold permits for construction of any phase of the Project until funding for the infrastructure required for that phase has been established.

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Comment 31 (page 4-32): The last paragraph on the page is unclear. We recommend that it be replaced with the following text:

The Project involves a General Plan amendment and rezoning that will resolve the Project's inconsistency with its current General Plan land use and zoning designations, and other portions of the General Plan text. The DVSP has been designed to implement the General Plan's overall goals and policies, thus is considered consistent with the General Plan.

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Comment 32 (page 4-33): The discussion of the Project's consistency with the San Ramon General and Specific Plans should be clarified to read as follows:

The Project is generally compatible with the overall land use goals of the City's General

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Plan. The Project would be inconsistent with the site's land use designation in the City's General Plan. However, the Project is not within the jurisdiction of the City of San Ramon, thus, any inconsistency with the City's planning designations is not considered a significant impact.

The City of San Ramon is currently considering a conceptual planning document for development of the Dougherty Valley. The land use designations resulting from that process are likely to be designations similar to those proposed by the DVSP.

The City does not have a specific plan for the area, and the reference thereto should be deleted from the impact heading.

Comment 33 (page 4-33 through 4-34 and Table 2-1, page 1): We disagree that the Project's development of 2,700 acres of the Project site should be considered a significant and unavoidable impact with respect to the General Plan's 65/35 land preservation standard. This conclusion is based on the fact that the development of the Project's 2,700 acres constitutes 11 percent of the 24,000 acres within the Urban Limit Line ("ULL") that may be converted to urban uses during the lifetime of the ULL. However, current Projections indicate that no more than 12,000 acres within the ULL is likely to be developed within the lifetime of the ULL, including the Project. Accordingly, given that development of the Project's 2,700 acres will in no way restrict or limit the County's future land use choices, it should not be considered a significant impact.

The Project's development of open space should likewise not be considered a significant or unavoidable impact. Over 55 percent of the planning area will be retained in open space uses. This constitutes preservation of a substantial amount of the site's open space, consistent with the General Plan's directive that a substantial portion of land within the ULL be retained for non-urban uses such as open space, parks and recreational uses. The habitat value of the Project's open space areas will be protected and increased by the enhancement measures in the DVSP. See Comment 124, below, pages 11-38 through 11-40.

Based on the foregoing, we request that this impact be redesignated as insignificant, and that Measures 5.28 and 11.2 be deleted.

Comment 34 (page 4-36): There is a typographical error in the second line of the first paragraph under the heading "Impact: Potential Incompatibility with Adjacent Land Uses." We believe that the first line should read as follows:

The DVSP proposed land uses would result in a change in existing land use relationships, but would be compatible with most existing and planned adjacent land uses.

Comment 35 (page 4-37 and Table 2-1, page 2): We disagree that the Project's potential incompatibility with adjacent land uses is a significant and unavoidable impact. An appropriate mixture of development densities and intensities, as well as uses, can result in an attractive, interesting, and dynamic landscape and setting for living. Mitigation Measure 4.2 is designed to ensure that the identified potential inconsistencies, such as those between multi-family and single-family developments, and those between Camp Parks and Project development, are addressed through use of density, intensity, set-backs, buffering and other approaches.

Comment 36 (pages 4-37 through 4-38 and Table 2-1, page 2): We disagree that the placement of residential uses adjacent to electric transmission lines is a significant impact, for the reasons set forth in Comment 136, below. Accordingly, Mitigation Measures 13.1 and 13.2 should be deleted.

Comment 37 (page 4-38): The EIR should acknowledge that the Project's development agreements will limit the County's ability to impose new land use regulations, policies or ordinances. We recommend the addition of the following text:

Impact: Limitations on Land Use Regulatory Authority

The Project includes development agreements between the Project proponents, Shapell & Windemere, and the County. Execution of these development agreements will grant the proponents vested rights to proceed with the Project in accordance with

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the land use ordinances, standards and policies in effect on the date specified in the development agreements.

This impact is considered less than significant, because the vested rights granted Project proponents will be determined by the County's comprehensive planning decisions. Freezing the land use regulations applicable to the Project will not in itself cause any adverse impacts on the environment, but will commit the County to a long-range planning effort represented by the Project.

Mitigation Measure

No mitigation is required because this impact is considered less than significant.

Comment 38 (page 4-39): The discussion of the cumulative loss of agricultural land and open space should acknowledge that this impact will be significant with or without the Project. Further, for the reasons set forth in Comment 124, pages 11-30 through 11-40, Mitigation Measure 11.2 is inappropriate and should be deleted.

E. Public Services And Utilities.

Comment 39 (pages 5-5 through 5-6): The paragraph that begins at the bottom of page 5-4 is somewhat unclear. We recommend that it be replaced with the following text:

The northwest portion of the Shapell property is within the service area boundaries of the East Bay Municipal Utility District (EBMUD) but outside EBMUD's sphere of influence. The remainder of the Project site is outside EBMUD's service area, ultimate service area boundary, and LAFCO-adopted sphere of influence. The site is also outside of the Dublin-San Ramon Services District (DSRSD) service area and sphere of influence. Accordingly, most of the planning area would have to be added to the EBMUD or DSRSD water sphere of influence and annexed to the supplying agency.

Comment 40 (page 5-7): The EBMUD Boundaries in Figure 5-3 should be corrected to reflect that the northwest portion of the Project site is within EBMUD's service boundaries, but outside EBMUD's sphere of influence.

Comment 41 (page 5-9): Most of the discussion under the heading "Landfills" appears to have been drafted prior to the opening of the Keller Canyon Landfill. The text indicates that Keller Canyon is now open and will add up to 40 years of landfill life to Contra Costa County's reserve. However, much of the other information in this section appears to be obsolete as of the opening of Keller Canyon. Accordingly, we recommend that this entire section be replaced by the following text:

There are three operating landfills in Contra Costa County. The Keller Canyon Landfill was recently opened, and will add up to 40 years of landfill life (60 million to 64 million cubic yards) to Contra Costa County's reserve. In addition, Keller Canyon's capacity could be substantially extended if the U.S. Navy approves the use of neighboring lands for this purpose.

The two other operating landfills are West Contra Costa Sanitary Landfill and Acme Sanitary Landfill. Prior to the opening of Keller Canyon, these landfills had respectively six to nine months and two months of remaining capacity. A fourth landfill at Marsh Canyon has been approved by the County and could be operational in early to mid-1993.

Comment 42 (page 5-18): The paragraph at the bottom of the page should clarify that most of the Windemere Property is within Ponderosa Cable's franchise area.

Comment 43 (page 5-32): The third bullet under "Key Assumptions" should be expanded to read as follows:

Recycled water will be used where feasible to irrigate public landscaping and low-flow fixtures in landscaping.

Comment 44 (page 5-36): Line 8 of Mitigation Measure 5.1 should be corrected to recommend that the Community

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Development Department "condition development on successful annexation to Central San. . . ."

Comment 45 (page 5-37): The discussion of the impacts of constructing and operating off-site wastewater facilities should explain that CEQA does not require that the impacts of a mitigation measure be explained in the same detail as those of the Project under consideration. CEQA Guidelines, § 15126(c). The EIR should also note that the types of improvement that would be necessary if Central San serves the planning area would be similar in type to those used if DSRSD is used through the implementation of alternative north 3, and could be expected to be similarly mitigated.

Comment 46 (pages 5-37): The last paragraph indicates that EBMUD may require new water supplies to serve the Project. This is misleading and should be corrected in the final EIR. EBMUD currently has ample unused entitlements to serve existing and foreseeable future customers, including this Project. EBMUD is currently developing a Water Supply Management Program to establish methods to more efficiently utilize existing entitlements, including unused entitlements. In addition, the final EIR should emphasize that LAFCO has the responsibility and authority to determine the boundaries of service districts.

Comment 47 (pages 5-37 through 5-40): The discussion of potable water impacts should note that if reclaimed water is not used, the Project's potable water demand would increase.

Comment 48 (page 5-40 and Table 2-1, page 3): The last paragraph of the impacts discussion should be clarified to reflect that the northwest portion of the site is within EBMUD's service area. The first sentence of Mitigation Measure 5.4 should be revised as follows:

Where necessary, the Project proponents and the County should apply to the Central Contra Costa County LAFCO to obtain annexation of the planning area.

Comment 49 (page 5-41 and Table 2-1, page 4): The words "Where feasible" should be added to the beginning of Mitigation Measure 5.7.

Comment 50 (page 5-42): The paragraph immediately following Mitigation Measures 5.4 through 5.8 should clarify

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that, as indicated in the EIR summary, the mitigations will substantially reduce the Project's water demand impacts, but not to a level of insignificance. According to the standards of significance set forth on pages 5-31 through 5-32, a Project impact is significant if the Project would require extension of a public service or utility to an area not planned for service. Mitigation Measures 5.4 through 5.8 will ensure adequate water to serve the Project, but the Project will require extension of water service to an area not currently planned for service, thus will have a significant and unavoidable impact on water service.

Comment 51 (page 5-42): The discussions of the impact of constructing and operating off-site water facilities and the need for recycled water should state that CEQA does not require that the environmental impacts of mitigation measures be discussed in the same detail as those of the Project under consideration. CEQA Guidelines, § 15126(c).

Comment 52 (page 5-44 and Table 2-1, page 4): Mitigation Measure 5.10 should be clarified to read as follows:

Where appropriate, the County should require that all open space, median strip and private landscaping consist of drought-tolerant, low-water use plant species. The Contra Costa Community Development Department would be responsible for monitoring the success of this mitigation measure, including the determination of when the use of drought-tolerant, low-water using species is appropriate.

Comment 53 (page 5-44): The paragraph explaining the effect of Mitigation Measures 5.9 and 5.10 is somewhat unclear. We recommend the substitution of the following text:

Implementation of Mitigation Measure 5.9 would reduce this impact to a less than significant level because it would ensure that the planning area's pro rata share of off-site recycled water improvements would be provided. Mitigation Measure 5.10 is accordingly not necessary to mitigate this impact, but is recommended as an additional means of reducing demand for recycled water.

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Comment 54 (page 5-44, Table 2-1, page 4): The EIR should be modified to reflect that the need for a recycled water distribution system is a mitigation measure for the demand for water supply that will be generated by the Project, rather than a Project impact.

Comment 55 (page 5-45 and Table 2-1, page 4):
Mitigation Measure 5.11 should be clarified to read as follows:

If reclaimed water is found to be feasible to serve the planning area, the County should require the Project proponents to develop all on-site water service improvements necessary to deliver the reclaimed water to the site. These improvements should be approved by the reclaimed water provider and the Community Development Department. The Community Development Department should require these recycled water service improvements as conditions of approval to develop schools and golf courses if such service is found to be feasible. The Community Development Department and the reclaimed water provider will be responsible for monitoring the success of this mitigation measure.

Comment 56 (pages 5-45 through 5-47): The impact of the Project's solid waste generation has been substantially reduced by the opening of the Keller Canyon Landfill, and the EIR should so indicate.

Comment 57 (page 5-46 and Table 2-1, page 5):
Table 5-9 overstates the amount of commercial space that will be contained within the Project, resulting in a substantial overestimate of the total solid waste that will be generated. The Project will contain 680,000 square feet of commercial space, rather than the 2,090,880 square feet cited in Table 5-9. Applying the formula of .18 ton per year per 100 square feet, the total solid waste that will be generated by the Project's commercial space will be 1,224 tons per year. This brings the yearly total for the entire Project to 18,044 tons.

Comment 58 (page 5-47 and Table 2-1, page 5):
Mitigation Measure 5.12 should be modified to reflect that there presently is no county-wide curbside recycling program.

Comment 59 (page 5-48 and Table 2-1, page 5): The EIR states that the anticipated need for two CHP patrol positions is a significant and unavoidable impact. This is incorrect. The impact could be avoided by CHP's retention of two additional patrol officers. Accordingly, mitigation exists and is available, but is within the responsibility and jurisdiction of another local agency. Under CEQA, this situation is distinct from one where mitigation is infeasible. See CEQA Guidelines, § 15091(a). The final EIR should clarify that full mitigation of this impact is within the responsibility and jurisdiction of the California Highway Patrol, and that the California Highway Patrol can and should retain the additional officers.

Comment 60 (page 5-50 and Table 2-1, page 5):
Mitigation Measure 5.17 should be clarified to reflect the fire protection standards of the County's General Plan. As described on page 5-49 of the draft EIR, General Plan Policies 7-62 and 7-63 require that residential areas be located within 1.5 miles of a fire station or within a 5-minute fire response. Accordingly, residential sprinkler systems would be unnecessary if sufficient fire station facilities are provided to meet these General Plan standards. We recommend that Mitigation Measure 5.17 be replaced with the following:

5.17: The Project proponents should dedicate one fire station and reserve a second site in the planning area. One fire station could probably provide sufficient fire response (i.e., within five minutes) if roads were added to the Dougherty Valley circulation plan to interconnect core areas of the planning area (Probert, Personal Communication). Approval of the preliminary development plan should be conditioned on the incorporation of fire station locations to provide fire response within five minutes. If fire station sites are not located so as to provide this response, residential sprinkler systems should be required. The Project proponents should negotiate with SRVPD to develop circulation revisions to the planning area that would enable one fire station to provide adequate fire response to the planning area, or dedicate two station sites according to General Plan Policies 7-68 and 7-77. SRVPD

should approve the location and size of the fire station sites, and the dimensions of the fire station and accessory buildings, and these sites should be depicted on the preliminary development land use maps. Fire stations should be constructed to enable SRVFPD to continually meet the fire response standards set forth in General Plan Policies 7-62 and 7-63. SRVFPD and the Community Development Department would be responsible for monitoring success of this mitigation measure.

Comment 61 (page 5-50): Mitigation Measure 5.18 should be expanded to allow the developers to pay mitigation fees in lieu of actually constructing the fire stations. We recommend that the following text be added at the second sentence to the mitigation measure:

In lieu of undertaking the construction of the fire stations, the developers should be allowed to pay a mitigation fee sufficient to pay for the cost of such construction.

Comment 62 (page 5-51): Mitigation Measure 5.19 should be revised to reflect Mitigation Measure 5.17. We recommend that substitution of the following text:

5.19: SRVFPD should review all plans of development of the planning area (e.g., preliminary and final development plans and subdivision maps). SRVFPD should recommend the incorporation of fire breaks, fire buffers, fire roads, non-combustible roofing and other measures, where feasible and necessary to reduce fire hazards, into the plan design. Unless the Project proponents have provided fire stations sufficient to provide adequate fire response time to the planning area, plan designs should also include residential sprinkler systems, as provided in Mitigation Measure 5.17. The Community Development Department should condition the approval of the plan on the incorporation of these recommendations.

Comment 63 (page 5-52): Figure 5-6 omits several areas that are proposed for management by a public agency. A corrected map is attached as Exhibit A to this letter.

Comment 64 (page 5-56 and Table 2-1, page 6): Pursuant to General Plan Policy 3-5, Mitigation Measure 5.22 should be expanded to read as follows:

Building permits shall not be issued until the Community Development Department has established the adequacy of existing or planned school facilities. Adequacy of existing or planned school facilities should be indicated in a "will serve" letter from the SRVUSD describing school facilities that would be needed and capacity that would be provided, or other substantial evidence establishing to the County's satisfaction that adequate facilities will be available. The Community Development Department will be responsible for monitoring the success of this mitigation measure.

Comment 65 (page 5-57 and Table 2-1, page 6): There is a typographical error in the second line of the discussion of the Project's Community College Impact, "and" should be "per."

We disagree that the Project will have a significant and unavoidable impact relating to an increased number of community college students. According to page 5-16 of the EIR, there will be a need for a new community college facility in the San Ramon Valley area whether or not the Project is developed. Accordingly, this impact is cumulative rather than Project-specific.

The Contra Costa Community College District has the ability to fully mitigate this impact by acquiring and developing a new community college site. Accordingly, the impact should not be considered significant and unavoidable, but rather one whose ultimate mitigation is within the responsibility and jurisdiction of an agency other than Contra Costa County.

Comment 66 (page 5-59 and Table 2-1, page 7): The EIR should acknowledge that the need to manage the open space in the planning area is a pre-existing impact. This impact

will be reduced by implementation of the Project, because approximately 2,200 acres of land would be converted from open space uses. Accordingly, Mitigation Measures 5.27 and 5.28 are not appropriate mitigation measures under CEQA, because they do not address a Project impact.

Comment 67 (pages 5-60 through 5-61 and Table 2-1, page 7): According to page 5-17 of the EIR, there is a pre-existing need for a regional trail easement through the planning area. The final EIR should clarify that this is not a Project impact. The DVSP does provide for a regional trail, which should be acknowledged in the final EIR as a Project benefit. Mitigation Measures 5.29 through 5.31 should be deleted.

Comment 68 (pages 5-32, 5-61 and Table 2-1 on page 7): The EIR appears to transpose the Project's anticipated need for neighborhood and community park lands. Under the County Park Standards in Table 9.1 of the County's General Plan, the County requires 2.5 acres of neighborhood park land and 1.5 acres of community park land for each 1,000 new residents. Accordingly, the Project will generate the need for 72.5 acres of neighborhood park land and 43.5 acres of community park land. The Project will easily exceed these requirements.

Based on the foregoing, the sixth bullet on page 5-32 should be deleted, and the numbers in the last paragraph on page 5-61 should be corrected.

F. Circulation.

Comment 69 (page 6-3): The following sentence should be added to the discussion of Interstate 680:

Higher occupancy vehicle lanes are currently being added to both directions of I-680, which will encourage carpooling and tend to decrease the number of vehicles using the freeway.

Comment 70 (page 6-15): The discussion of Bay Area Rapid Transit should be extended to read as follows:

The East Dublin BART station has been funded and construction is underway. However, at present, there are no BART stations in the

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Tri-Valley Region. The nearest BART service is the Concord line, which includes stations in Walnut Creek and Lafayette. According to passenger surveys presented in BART stations access studies, Danville and San Ramon residents who use BART often drive to one of those stations and park their cars.

Comment 71 (page 6-15): The following sentence should be added to the last paragraph on the page:

Project impacts for the year 2000 are similar in character to those analyzed for the year 2010, although at a reduced level.

Comment 72 (page 6-22): Table 6-6 should indicate the eastern boundary of the 8-lane segment of Crow Canyon Road.

Comment 73 (page 6-23): For the reasons set forth in Comment 78, page 6-39, we do not believe that mitigation of impacts on Routes of Regional Significance should be limited to fees to be established through a Measure C (1988) transportation mitigation program. Accordingly, the second paragraph under "■ Routes of Regional Significance" should be expanded as follows to reflect our proposed revisions to Mitigation Measure 6e:

The CCTA and the Tri-Valley Transportation Council are jointly developing a transportation plan that will identify the standards and means to measure travel performance for the Routes of Regional Significance in Contra Costa County and the Tri-Valley area as a whole, pursuant to Measure C (1988). Upon completion, this plan will require developers contributing to impacts on Routes of Regional Significance to contribute to a regional transportation mitigation program. Because the completion date for the plan is uncertain, this EIR recommends that the County retain discretion to determine the appropriate mitigation fee for the DVSP's impacts on Routes of Regional Significance.

Comment 74 (page 6-25): Some clarification of the terminology used to discuss traffic impacts is appropriate.

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The "No Project" conditions described in the EIR will exist without the Project. This should be clearly stated in the final EIR. We recommend that the following text be inserted immediately after the heading "Land Use Assumptions for the No Project Scenarios":

"No Project" impacts are those that are not caused by the Project. The EIR discusses No Project conditions to reflect the fact that significant increases in traffic are expected in the future regardless of whether the Project is approved. Accordingly, this EIR indicates that there is a significant impact in a No Project scenario (2010 or Cumulative) where (1) a roadway or intersection will experience an unacceptable level of service without the development of the Project; and (2) the Project will contribute incrementally to that unacceptable level of service. The Project is only responsible for the latter.

Comment 75 (page 6-25): The last paragraph should clarify that the traffic to be generated by the Project is not included in the No Project scenario, but has been added to the ABAG figures to calculate With Project Conditions. We recommend that the third sentence of this paragraph be replaced with the following text:

The quantities shown for the Dougherty Valley Planning area in Table 6-3 are "With Project" traffic forecasts, calculated by adjusting the ABAG forecasts for the area to reflect the proposed Project.

Comment 76 (page 6-30): The EIR's use of the term "pro rata fair share" should be clarified. Under CEQA, mitigation measures are imposed to reduce impacts of the Project under consideration. They are not imposed to address unsatisfactory conditions that exist or will exist independently of the Project. Accordingly, where an unacceptable level of service is predicted to occur, and the Project will not contribute to the problem, there is no Project impact and mitigation is inappropriate. If there will be an unacceptable level of service without the Project, and the Project will contribute incrementally to the problem, a cumulative impact exists (as defined in CEQA Guidelines

section 15355). Mitigation for the impact would be payment of the cost of ameliorating that impact to the extent that the Project contributes to it.

To reflect the nature of pro rata mitigation, we request that the following language replace the last sentence of the second paragraph under the heading "Mitigation Measure:"

The mitigation measures for these No-Project impacts recommend that the Project proponents contribute their pro rata fair share to the cost of specified traffic improvements. In this context, "pro rata share" signifies an amount that bears the same proportion to the cost of the mitigation measure as does the Project's incremental contribution to the problem being mitigated.

Comment 77 (pages 6-38 through 6-41): The double listing of the Project's impacts on I-680 and I-580 is confusing. According to Tables 6-8 and 6-9, these freeway segments will operate at unacceptable levels of service without the Project. Accordingly, the impact on these freeways is in the nature of a cumulative impact to which the Project is expected to contribute. Citing these impacts twice, as "No Project" and "With Project" impacts is misleading as they represent the same impact; if the Project did not contribute to these impacts incrementally, they would not be cumulative Project impacts and thus would not be included in the EIR at all. Accordingly, in the final EIR, the anticipated roadway conditions on I-580 and I-680 should each be described only once, as cumulative impacts to which the Project will contribute.

Comment 78 (page 6-39 and Table 2-1, page 9): Mitigation Measure 6.3e recommends that the developer be required to pay a regional transportation fee or assessment, as determined through Measure C (1988). The process of establishing these fees has been a long and laborious one and may not be concluded before the beginning of Project construction. To ensure successful mitigation of regional traffic impacts, we believe that the County should retain the discretion to develop its own estimate for the appropriate mitigation fee applicable to the Project, and to collect this fee from the developer for mitigation of regional impacts.

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Accordingly, we recommend that Mitigation Measure 6.3e be expanded to read as follows:

The developer should be required to participate in mitigation programs to address regional traffic problems, as determined through Measure C (1988). The amount of any regional transportation fee or assessment should be calculated by using the rate in effect at the time of issuance of the building permit or certificate of occupancy for this Project. However, at present, there is no such regional fee, and it is uncertain when the fee will be established. To ensure that the Project contributes its fair share towards the cost of regional traffic improvements, the County shall retain the discretion to impose a regional traffic mitigation fee, as a condition of approval to a Project entitlement or through the development agreements.

Comment 79 (pages 6-41 through 6-43): The EIR's analysis of cumulative impacts on I-680 between Bollinger Canyon Road and I-580 and on I-580 between Hacienda Drive and Fallon Road is misleading. These segments will suffer significant impacts under the "Cumulative No Project" scenario, which means that they will be significantly affected without the Project. Accordingly, these are cumulative impacts to which the Project will contribute incrementally. Stating the impacts twice misleadingly suggests that the Project will create unacceptable levels of service where none would exist without the Project.

Comment 80 (page 6-48 and Table 2-1, page 10): Based on the information in Table 6-12, the following statement should be added to the paragraph immediately preceding the heading "Mitigation Measures":

The Project will reduce traffic during the a.m. peak hour at Intersection 14, I-680 north-bound off-ramp and Bollinger Canyon Road, Intersection 22, I-680 north bound off-ramp and Alcosta Boulevard, and Intersection 31, Santa Rita Road and I-580 east-bound off-ramp. Accordingly, although

these intersections will continue to operate at unacceptable levels of service, they will not be adversely affected by the Project.

To reflect the foregoing, Mitigation Measures 6.4b, 6.4(d) and 6.4(e) should be deleted.

Comment 81 (page 6-50): The first sentence under the heading "Mitigation Measures" refers to mitigation measures "above, which are required under no-project conditions." The EIR should specify which of the preceding measures are referenced as necessary to remedy traffic impacts at intersections 3, 5 and 6.

Comment 82 (page 6-50 and Table 2-1, page 11): Mitigation Measure 6.6 should be expanded to included the trip reduction measures set forth in Comment 97, page 7-19]. The final EIR should further note that these measures have been incorporated into the DVSP. Lastly, the introductory sentence of Mitigation Measure 6.6 should be revised to read as follows:

The DVSP incorporates the applicable transportation control measures from the proposed Bay Area 1991 Clean Air Act Plan, listed below. These measures will reduce the demand for automobile traffic to and from the planning area and should be implemented by the project proponents or other appropriate providers.

Comment 83 (page 6-52 and Table 2-1, page 11): Mitigation Measure 6.6c should be clarified to read as follows:

6.6c provide commercial and service facilities that will serve the Dougherty Valley and be available for nearby communities.

Comment 84 (page 6-53): Based on Table 6-13, the following sentence should be added to the end of the analysis of the LOS drop under Cumulative With Project conditions:

Intersection 14, I-680 north bound off ramp and Bollinger Canyon Road, Intersection 30, Tassajara Road and I-580 west bound off ramp, and Intersection 31, Santa Rita Road and I-580 east bound off ramp will

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experience less traffic as a result of the Project under the Cumulative scenario, although all will continue to operate at unacceptable levels of service.

G. Air Quality.

Comment 85 (page 7-6 and Table 7-3): The draft EIR contains unduly conservative assumptions and considerably overestimates project emissions. The final EIR should incorporate the recalculated carbon monoxide ("CO") values submitted by Systems Applications International by letter dated August 3, 1992. Systems Applications International recalculated the carbon monoxide values using a more accurate persistence value. As recalculated, even without mitigation, the values in Table 7-3 of the EIR show that the Project is predicted to meet the federal and state CO standard at all locations except one, receptor 54.

Systems Applications International concludes that with the mitigation measures that are part of the Project design, and with more accurate assumptions about persistence and factors such as wind speed, it is predicted that there will be no exceedance of the state or federal CO standards. The final EIR should incorporate this finding.

Comment 86 (page 7-11): The text at the bottom of page 7-11 should be amended as follows:

The plan addressed CO and ozone problems in the Bay Area. The draft plan was approved by the BAAQMD Board of Directors on October 30, 1991. On April 30, 1992, the California Air Resources Board approved the BAAQMD plan and it became final.

Comment 87 (page 7-12): The discussion of the BAAQMD Clean Air Plan should acknowledge that most of the elements of the BAAQMD Clean Air Plan Volume II, Appendix F Transportation Control Measures are merely proposed and have not yet been subject to public comment and adoption. Text following the bullet points should be added as follows:

Most of the transportation control measures to implement these policies have not yet been adopted and will be subject to public comment and review. At present, development

projects are not subject to a BAAQMD permit requirement or specific BAAQMD regulation. The Bay Area 1991 Clean Air Act Plan, Volume II, Appendix F contains descriptions of transportation control measures. Transportation Control Measure ("TCM") 16 will require improvements in air quality through local government review of development projects. The BAAQMD is scheduled to adopt a regulation under TCM 16 at the end of 1993.

TCM 16, when implemented by the BAAQMD, will encourage developments which minimize dependence on motor vehicles and thereby improve air quality. It will require the mitigation of adverse air quality impacts associated with vehicles travel to and from residential developments, shopping centers, employment, and recreational centers. Many of the mitigation measures proposed in the Bay Area 1991 Clean Air Plan are incorporated into the Project.

Comment 88 (page 7-12): The primary heading on the page should read "IMPACTS AND MITIGATION MEASURES ASSOCIATED WITH THE PROJECT" in order to be consistent with the other chapters of the EIR.

Comment 89 (page 7-13): The comments concerning the assumptions used to model air pollution impacts made by Systems Applications International in its letter of August 4, 1992 should be addressed and incorporated into the final EIR.

Comment 90 (Page 7-15): The assumptions used to determine whether Project emissions are significant are inaccurate. The appropriate thresholds are: 550 lbs/day CO, 150 lbs/day NOx, 150 lbs/day ROG, and 150 lbs/day for PM. The text at page 7-15 should be corrected accordingly. The EIR incorrectly assumes that the 1 lb per day threshold in the BAAQMD new source review rule (as amended November 1, 1990), which triggers a requirement for a stationary source to install Best Available Control Technology ("BACT"), should be utilized as a threshold value for determining significance of a development project. The EIR substantially overstates the significance of various emission impacts due to the use of the erroneous threshold value.

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Comment 91 (page 7-15 and Table 2-1, page 13): The final EIR should acknowledge as beneficial impacts that under 2010 conditions, the Project will improve exceedances of CO standards at Receptors 3, 13, 15, 16, 18 and 71. In addition, the text at the bottom of page 7-15 should be amended as follows:

This impact is considered significant because it would result in emissions of PM10 dust during project construction in excess of the 150 lb per day threshold. However, this impact will only occur during construction activities.

Comment 92 (page 7-17 and Table 2-1, page 13): The following should be added to the paragraph following the list of Mitigation Measures 7.1 through 7.6:

However, this impact will only occur during construction activities. These mitigation measures should reduce this impact to insignificant levels of less than 150 lbs PM10 per day.

Comment 93 (page 7-17 and Table 2-1, page 14): The second paragraph under the heading "Impact: Generation of Construction-Related Ozone Precursor Emissions" should be amended as follows:

This impact is considered significant because project construction would generate ozone precursor emissions in excess of the threshold value of 150 lbs/day ROG. However, this impact will only occur during construction activities.

Comment 94 (page 7-18 and Table 2-1, page 14): The conclusion under Mitigation Measures 7.7 through 7.11 should be changed to reflect that construction impacts will be mitigated to a less-than-significant level based on the correct significance threshold of 150 lbs/day ROG.

Comment 95 (page 7-18): Based on the recalculated CO emissions estimates provided by Systems Applications International in its letter of August 4, 1992, the text following the bullet points under the heading "Impact:

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Violation of Carbon Monoxide Emission Standards" should be amended as follows:

The proposed Project is estimated to meet the state and federal CO standards at all locations except one, receptor 54 at the intersection of Crow Canyon Road and Dougherty Road.

Comment 96 (page 7-18 through 7-19 and Table 2-1, page 14): As explained in Comments 85 and 102, pages 7-6 and 7-19, the Project's sole significant CO impact will be reduced to insignificance by the mitigation measures recommended in the EIR. Accordingly, the paragraph beginning at the bottom of page 7-18 should be deleted, and the discussion following Mitigation Measures 7.12 through 7.15 should be revised as recommended in Comment 102, page 7-19.

Comment 97 (page 7-19 and Table 2-1, page 14): Mitigation measure 7.13 should be amended as follows:

The DVSP incorporates the transportation control measures listed below, consistent with the proposed guidance in TCM 16 of the Bay Area 1991 Clean Air Act Plan. These measures should be implemented by the project proponents or other appropriate provider.

(A) Commute travel.

(1) Vans/Carpools. The Project will provide preferential areas for carpool and vanpool pick-up and parking. A community bulletin board will be available for carpool and vanpool notices.

(2) Bus Service. The Project will provide convenient access to public transportation with bus turnouts, passenger benches, and shelters. Retail outlets will sell transit tickets, including discount transit tickets.

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(3) BART Connection. Feeder buses to BART are planned in cooperation with local transit authorities. The nearest BART station is 1.2 miles from the Project.

(4) Employment. The Project will provide residences near major employment centers in the area. It is expected that a large number of residents will work near the Project. This will allow residents to choose among a variety of methods to commute to work, obviating, or minimizing, the use of private motorized transport. The Project has been designed to provide affordable housing to workers employed nearby.

(5) Bike paths. The Project includes an extensive network of bike paths linking the project to bicycle commuting routes. Bike trails will encourage biking both for recreation and for utility travel (commuting, shopping, etc.).

(6) Pedestrian Walkways. The Project includes an extensive network of pedestrian pathways, both on-street and off-street to encourage non-automobile modes of transport.

(7) Telecommuting. The Project includes a major telecommute center and other telecommuting facilities and opportunities that will allow employees to be linked to the workplace via computer, facsimile, and telephone networks.

(b) Non-commute travel.

(1) Mixed Land-Use. The Project has been intentionally designed to include mixed uses within walking distance of one another to reduce the number of vehicle trips. Neighborhood services such as food markets, post office, banks, and shops are within walking distance of much of the Project's residential development and are accessible through the network of pedestrian pathways.

(2) Recreation. The Project will include recreation facilities such as open space for hiking, parks, and movie theaters within walking and biking distance of residential units.

Comment 98 (page 7-19): Mitigation Measure 7.15 should be expanded to read as follows:

7.15: The project proponents or other appropriate providers should provide bus feeder service to BART and other transportation infrastructure.

Comment 99 (page 7-19 and Table 2-1, page 14): The paragraph following mitigation measures 7.12 through 7.15 should be revised as follows:

Implementing measures 7.12 through 7.15, in addition to the use of more realistic assumptions concerning persistence, wind, and stability in the air modeling, will substantially reduce Project emissions and avoid an exceedance of the state and federal CO standard.

Lastly, implementing mitigation measures 7.12 through 7.15 will result in air quality conditions at some intersections that are better than those that would exist without the Project. These intersections are

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Tassajara Road/I-580 (Receptor 3), Dougherty Road/I-580 (Receptors 13, 15 and 16), I-680/I-580 (Receptor 18), and Bollinger Canyon Road/I-680 (Receptor 71).

Comment 100 (page 7-19): The last sentence under the heading "Impact: Increase of Ozone Precursor Emissions" on page 7-19 should be revised as follows:

This impact is considered significant because these levels of emissions exceed the threshold value of 150 lbs of ROG, NOx, and PM 10 per day.

The conclusion under the heading "Mitigation Measures" should be changed to reflect that the implementation of Mitigation Measures 7.12 through 7.15 will reduce ozone precursor emissions to a less-than-significant level (i.e., below 150 lbs day ROG).

Comment 101 (page 7-19 through 7-24): Table 7-6 should be amended to incorporate the emissions estimates calculated by Systems Applications International in its letter of August 4, 1992. Using the recalculated values based on a more accurate persistence factor, 5 exceedances of the CO standard are predicted and not 22 exceedances as stated in the EIR. The text should be amended to state:

The state and federal 8-hour standard of 9 ppm was exceeded at 5 receptor locations. The highest predicted 8-hour CO level would be 10.48 at the Crow Canyon/ Dougherty Road intersection. If more realistic assumptions regarding stability and wind are used in the model, these five exceedances may be eliminated.

Comment 102 (page 7-24): The paragraph under the second heading "Mitigation Measures" should be revised as follows:

Implementing mitigation measures 7.12 through 7.15 will substantially reduce this impact. If these measures are implemented, and if a reduced 1-hour CO value is calculated using more realistic stability and wind factors, it is predicted that the

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Project would not cause exceedances of the state and federal CO standard.

Comment 103 (page 7-24): The final paragraph on page 7-24 should be amended to correctly state the threshold significance values set forth in Comment 90, pages 7-15.

Comment 104 (pages 7-21 through 7-23): The headings of Table 7-6 erroneously indicate that the pollutant levels listed represent 2010 No Project Conditions. This should be changed to Cumulative No Project Conditions.

H. Noise.

Comment 105 (page 8-10): In the first line under the heading "Existing Noise Sensitive Receptors in the Planning Area" the word "three" should be replaced by the word "two."

Comment 106 (page 8-29): Mitigation Measure 8.7 requires some explanation. We recommend that it be expanded to read as follows:

8.7: The extent of the residential areas that will be affected by the light rail train system cannot be determined until the final configuration and schedule of the system has been determined. In order to finalize the application of mitigation measures for areas within the 60 decibel contour, an EIR should be prepared for the implementation of the light rail train.

Comment 107 (pages 8-29 through 8-30 and Table 2-1, page 19): The EIR should reflect that a variety of mitigation measures could reduce the impact on residents along Old Ranch Road to a less-than-significant level, and that determination of the most appropriate mitigation measure(s) would be best determined by detailed acoustical testing conducted at the time the measure(s) will be needed. The following language should replace that under the second "Mitigation Measures" heading on the page, replacing Measures 8.8 and 8.9:

Mitigation Measures

8.8: To reduce noise to acceptable levels, one or more of the following measures should be

implemented, as determined by the Community Development Department. The measure(s) should be required before 4,000 units are completed and be selected based on a detailed acoustical analysis describing how the measure(s) will reduce the increase in traffic noise by 2-3 dB.

Require project proponents to provide sound walls along Old Ranch Road adjacent to existing residences, subject to the concurrence of the City of San Ramon.

Require project proponents to upgrade the acoustical insulation of existing homes that abut Old Ranch Road. This measure shall be considered satisfied and the impact mitigated if the Project proponents offer to upgrade the insulation of affected homes and such offer is rejected by the affected homeowners.

Make road surface improvements.

Reduce speed limits, limit heavy truck traffic, or otherwise limit use of the road.

Implementing Mitigation Measure 8.8 would reduce this impact to a less-than-significant level.

Comment 108 (page 8-31 and Table 2-1, page 19): The EIR should reflect that a variety of mitigation measures could reduce the impact on residents along Dougherty Road near Old Ranch Road to a less-than-significant level, and that determination of the most appropriate mitigation measure(s)

would be best determined by detailed acoustical testing conducted at the time the measure(s) will be needed. The following language should replace that under the "Mitigation Measures" heading on the page, replacing Measures 8.10 through 8.12.

Mitigation Measures

8.9: To reduce noise to acceptable levels, one or more of the following measures should be implemented, as determined by the Community Development Department. The measure(s) should be required before 4,000 units are completed and selected based on a detailed acoustical analysis describing how the measure(s) will reduce the increase in traffic noise by 2-3 dB.

Require project proponents to provide sound walls or berms along Dougherty Road adjacent to existing residences, subject to the concurrence of the City of San Ramon.

Require project proponents to upgrade the acoustical insulation of existing homes along Old Ranch Road. This measure shall be considered satisfied and the impact mitigated if the Project proponents offer to upgrade the insulation of affected homes and such offer is rejected by the affected homeowners. New homes being built in the City of San Ramon should be required to have adequate acoustical insulation so that they will not need to be retrofitted.

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Make road surface
improvements.

Reduce speed limits, limit
heavy truck traffic, or
otherwise limit use of the
road.

Implementing Mitigation Measure 8.9 would
reduce this impact to a less-than-significant
level.

Comment 109 (page 8-33 and Table 2-1, page 20): The
EIR should explain why mitigation of the cumulative noise
impact is considered infeasible. Accordingly, we recommend
that the following text be added to the first paragraph on the
page:

The impacts will generally stem from
increased traffic levels, which may or may
not come from development under the County's
jurisdiction. At present, the County can
neither assure itself of the ability to
impose mitigation measures on future sources
of increased traffic nor identify the
appropriate agency to impose these
mitigation measures.

I. Soils and Geology.

Comment 110 (page 9-3): The first paragraph under
the heading "Conceptual Grading Plan" should be clarified.
Grading on hillsides with slopes of 26% or greater is
permissible under controlled situations that guarantee the safe
design and implementation of the grading plan.

Comment 111 (page 9-21 and Table 2-1, page 21): To
conform with the bullet at the top of page 9-20, Mitigation
Measure 9.4 should stipulate that the project proponents
"participate in a GHAD or GHADs." This will provide the
flexibility to participate in a GHAD formed by the County.

Comment 112 (page 9-23 and Table 2-1, page 21):
Mitigation Measure 9.6 calls for a detailed geotechnical report
that includes borings. This report is already on file.
Accordingly, the mitigation measure should be revised to

recommend that the measures identified in that plan be followed
in Project grading plans.

Comment 113 (page 9-25): The following sentence
should be added to the last paragraph:

Leaving these slopes undisturbed could
create landslide hazards in the flatter
areas below.

Comment 114 (page 9-29): The last paragraph refers
to an alignment requiring site-specific studies. It is not
clear whether this refers to the immediately preceding section
regarding placement of water, waste water and recycled water
infrastructure, or to the previous discussion relating to the
proposed alignment of the Windemere Parkway. This should be
clarified in the final EIR.

J. Hydrology and Water Quality.

Comment 115 (page 10-3): Figure 10-4 should be
replaced by the corrected map attached to this letter as
Exhibit B.

Comment 116 (page 10-14 and Table 2-1, page 24): The
mitigation measure for increased erosion references
Measure 9.4. This appears to be a misprint. The appropriate
reference should be to Mitigation Measure 9.7.

Comment 117 (page 10-16 and Table 2-1, page 24):
Mitigation Measure 10.5 recommends that a hazardous substance
control and emergency response program be required as a
condition of preliminary plan approval. This would be
premature, given the construction will not begin until maps
have been approved and building permits have been issued.
Accordingly, we recommend that the mitigation measure be
revised to state that a hazardous substance control and
emergency response program, to be approved by the Department of
Public Works, should be required as a condition of the first
tentative map.

K. Biological Resources.

Comment 118 (pages 11-11 through 11-12): The lists
under the heading Special Status Species suggest that plants
and animals that have been identified as potentially eligible
for some kind of protection have the same legal protections as

species that have formal legal protection under state and federal laws. The text should be corrected to list the legally restricted species under one classification and to clearly separate the species that are only proposed for or candidates for protection. We recommend headings such as "legally protected species" and "other species of potential concern." Species that have been listed by CNPS but not by a regulatory agency should be grouped in the latter category.

Comment 119 (page 11-35): The fourth bullet under Significance Criteria indicates that any impact on wetlands should be considered significant. This is incorrect. As is acknowledged on pages 11-45 through 11-46, an impact on wetlands is considered insignificant if it is minimized or if the project proponents compensate for the wetlands that are lost. Accordingly, we recommend that the first sentence of this bullet be replaced by the following text:

Wetlands: Impacts on areas considered potential jurisdictional wetlands are considered significant absence avoidance, minimization or compensation pursuant to Section 404 of the Clean Water Act, because these areas perform important ecological functions and provide important habitat for dependent plant and animal species (State CEQA Guidelines).

Nationwide Permit 26 is a type of general permit issued by the Army Corps of Engineers under Section 404 for actions that have "minimal impacts to aquatic resources." Accordingly, the impacts to wetlands should not be classified as significant merely because of some impact to jurisdictional waters, but the area and regional significance to aquatic resources should be considered. The final EIR should note that the Project has such a limited amount of wetlands and other waters of the United States that it is likely that the Project will qualify under Nationwide Permit 26, and thus it appears that the Project's wetlands impacts are not significant.

Comment 120 (page 11-36): The third bullet on the page suggests that CEQA contains special protections of special status species. This is inaccurate and should be clarified.

CEQA requires that an EIR be prepared if a project has the potential to substantially reduce the number or restrict the range of a rare or endangered plant or animal. CEQA

Guidelines § 15065(a). A substantial effect on a rare or endangered species of plant or animal, or the habitat of the species is normally considered a significant project impact. Appendix G to the Guidelines. Significant impacts must be mitigated unless specific findings can be made. However, the mitigation requirement imposed by CEQA does not confer upon the lead agency new powers independent of those conferred by other laws. Public Resources Code § 21004; CEQA Guidelines § 15040(b).

To more accurately describe CEQA's role in protecting special-status species, the following should replace the first sentence of the third bullet:

- Special-Status Wildlife Species: In addition to CEQA's mitigation, which apply to significant impacts on special-status species under the State CEQA Guidelines, the federal Endangered Species Act, Section 9 (16 USC 1361 et seq.) prohibits the "taking" of any listed endangered or threatened species of fish or wildlife and plants.

Comment 121 (page 11-36): The following sentence should be added to the paragraph after the third bullet:

Further, development of any habitat, occupied or unoccupied, is not considered a "take" under the federal Endangered Species Act" unless it actually causes injury or harm to the protected species.

Comment 122 (page 11-37): The sixth bullet should be revised. Coyote Creek will not be totally lost even on a temporary basis. See Comment 127, page 11-44, regarding the impacts of partial filling of Coyote Creek and its tributaries.

Comment 123 (page 11-38): Appropriate analysis of impacts on plant and animal species of special concern, and mitigation of those impacts, is governed by state and federal laws administered by the California Department of Fish and Game and the United States Fish and Wildlife Service. To reflect that these agencies have primary jurisdiction over species of special concern, we suggest that the following new section be added to the final EIR immediately prior to the heading Project-Related Impacts:

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Mitigation of Biological Impacts

This EIR identifies several potentially significant impacts on special status species. These species are those identified as protected under state and federal laws, and the purpose of the mitigation measures for such impacts is to implement state and federal protections. Modification or revision to the specific mitigation measures suggested will be permitted as needed to avoid conflicts with any subsequently adopted federal permitting requirements or where alternative measures are necessary or desirable to accomplish the overall objectives of mitigation.

Comment 124 (pages 11-38 through 11-40 and Table 2-1, page 26): We disagree that the Project's impact on annual grassland habitat constitutes a significant Project impact. Substantial tracts of grassland habitat will be preserved under the DVSP. The major open space areas of the Project site will maintain a substantial amount of existing vegetation sufficient for the maintenance and movement of wildlife populations. See letter from Malcolm Sproul of LSA Associates, dated August 4, 1992. Accordingly, the Project is consistent with General Plan Policies 8-7 and 8-15.

The County and the State support an abundance of grassland habitat. To the extent that the loss of grassland represents a significant impact, it could relate only to cumulative losses in the region. The Project's impact to this potential cumulative impact will be mitigated by the substantial tracts of open space that are incorporated into the DVSP.

The lands adjacent to and east of the planning area are the subject of Tassajara Subdivision proposal, which would contribute to the cumulative loss of grassland habitat in the region. According to the page 17-5 of the EIR, more than half of that land is to be reserved in open space. Presumably, a substantial amount of this open space will be located on the ridges adjacent to the DVSP planning area, which would result in the large continuous tract of foraging and breeding habitat recommended in the EIR. It would be inappropriate to require the proponents of the DVSP to purchase the rights to the Tassajara land, because the proponents of the Tassajara Project

should and intend to maintain that land as open space, to mitigate the impacts of that project.

Based on the foregoing, Mitigation Measures 11.1 and 11.2 should be deleted. The final EIR should state that the Project's contribution to the cumulative loss of grassland will be mitigate by the open space provisions in the DVSP and by requiring the proponents of the Tassajara Valley Subdivision to maintain a similar amount of adjacent open space.

Comment 125 (pages 11-40 through 11-41 and Table 2-1, page 22): The value of the Valley Oak Riparian Woodland has been seriously compromised by the historic grazing on the site. This habitat will be enhanced and protected under the DVSP. Accordingly, the following language should be substituted for the paragraph immediately preceding the discussion of mitigation measures:

With respect to Valley Oak riparian woodland, the Project is considered to have a beneficial impact because of the damage to this habitat caused by historic grading on the site. The DVSP will restore and protect this habitat. Disturbance or removal of riparian oaks is not contemplated by the DVSP but if it occurs, the mitigation measures listed below should be implemented.

The Project is considered to have a significant impact on Valley Oak Savannah, and individual oak trees, because these habitats have declined locally, regionally and statewide, and the Project could contribute to this cumulative decline.

Comment 126 (page 11-43 and Table 2-1, page 22): The final EIR should acknowledge that the Project will have a beneficial impact on the site's riparian willow forest, because of the deleterious effect on those woodlands from grazing. Accordingly, we recommend that the following text be substituted for the paragraph immediately preceding the discussion of mitigation measures:

Overall, the Project is considered to have a beneficial impact on the site's riparian willow forest. This habitat has been degraded by cattle grazing and will be

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restored and protected under the DVSP. Disturbance or removal of willow trees is not contemplated by the DVSP, but if this occurs, the mitigation measures listed below should be implemented.

Comment 127 (pages 11-44): The last sentence of the first paragraph is inaccurate and should be deleted. There will be very limited filling or relocation of Coyote Creek and/or its main tributaries. Any fill will be isolated and temporary to permit access during construction. All relocated sections will be revegetated to restore the native habitat. All grading and construction design will be performed under the supervision of a qualified biologist.

Comment 128 (page 11-45 and Table 2-1, page 27): Mitigation Measure 11.8 states that compensation for fresh water wetlands could require a minimum replacement of up to two acres for each affected acre. The Final Eir should acknowledge that the ultimate mitigation for this impact will be determined by the Army Corps of Engineers' policies for mitigation for nationwide permits and to the Memorandum of Agreement between the Environmental Protection Agency and the Army Corps of Engineers on individual permits which requires replacement of equivalent functional value.

Comment 129 (page 11-47): The second bullet of Mitigation Measure 11.8 should be corrected to require the submission of a mitigation plan before application for a grading permit that would affect the alkali meadows.

Comment 130 (page 11-47): In the first line of the paragraph following Mitigation Measure 11.8, "and" should be changed to "or" to reflect the last paragraph on page 11-46.

Comment 131 (page 11-50 through 11-51 and Table 2-1, page 28): We disagree with the conclusion that Mitigation Measure 11.10 will not reduce impacts on Coyote Creek to a less than significant level. As explained in the August 4, 1992 letter from Daniel Bucko of Robert Muir Graves, Ltd., stormwater and irrigation runoff will be limited by course design.

Comment 132 (page 11-51): There is a clerical error at the bottom of the page. The heading "Mitigation Measure" and the bullet immediately following should be deleted.

Comment 133 (page 11-52): The last sentence of the second paragraph of Mitigation Measure 11.11 should be revised to read as follows:

The project proponents will conduct these burrowing owl surveys prior to approval of a grading permit affecting any grassland or alkali habitats.

L. Cultural Resources.

Comment 134 (page 12-7 and Table 2-1, page 31): The Louis Banke house is presently in an unsafe and dilapidated condition. Restoration of the structure would be prohibitively expensive and would jeopardize its historical integrity. As an alternative mitigation measure for the loss of the structure, we recommend that the final EIR contain the mitigation recommended in the EIR prepared by the City of San Ramon: The structure should be photo-recorded and demolished.

M. Electromagnetic Fields.

Comment 135 (page 13-6): The last paragraph of the discussion of potential health effects should note that although it is impossible to establish a "safe field standard" with the available scientists' evidence, it is equally impossible to establish any risk to human health from magnetic field exposure.

Comment 136 (pages 13-8 through 13-9 and Table 2-1, page 33): We disagree that the exposure of new residents to electromagnetic fields is a significant Project impact. Given the paucity of scientific information indicating a risk to human beings from magnetic fields, the impact is too speculative to be characterized as significant. In addition, the DVSP indicates that residential development will be set back 400 feet from the transmission lines. Accordingly, Mitigation Measures 3.1, 3.2 and 3.3 should be deleted from the EIR.

N. Visual Quality.

Comment 137 (pages 15-14 through 15-15 and Table 2-1, page 34): We disagree that the Project will have a significant and unavoidable adverse impact on the site's visual character. As acknowledged in the mitigation measure, the Project will be developed in a visually attractive manner. The

most visually prominent ridges on the site will be preserved and will surround and visually dominate the development below.

At the present time, the site supports little vegetation and presents a generally desolate appearance. Accordingly, it may be concluded that with the appropriate mitigation, the change in visual character, although substantial, is not significant and adverse.

Comment 138 (pages 15-16 through 15-17): The discussion of the Project's impact on natural landforms should clarify that the Project is generally consistent with the grading restrictions imposed by County scenic resource policies. We recommend that the following text be added to the last paragraph of the discussion:

However, the Project is generally consistent with the grading restrictions of the County's scenic resource policies. The DVSP contemplates development of the less visually prominent hillsides of the site, pursuant to design guidelines that will guarantee that the visible portions of the Project are aesthetically pleasing development.

Comment 139 (pages 15-17 and 15-18): The paragraph beginning at the bottom of page 15-17 should be expanded to explain that Mitigation Measures 15-2 through 15-4 will ensure the Project's consistency with General Plan Policies 9-11 and 9-12. We recommend that the following text be added as a second paragraph to the discussion of the efficacy of the mitigation measures

The recommended mitigation measures would ensure the Project's consistency with General Plan Policies 9-11 and 9-12. Mitigation Measure 15.2 and 15.3 protects slopes of 26 percent or more, requiring high quality engineering and slope design that preserves the natural contours of the site. These measures, in conjunction with Mitigation Measure 15.4, will protect against erosion and maintain the scenic quality of the area. It should be noted that the Project does not contemplate the removal of significant trees or development

of the most visually dominant ridges on the Property.

Comment 140 (page 15-17 and Table 2-1, page 34 and Table 2-1, page 34): Mitigation Measure 15.2 recommends that cut and fill be balanced within planning areas so that there would be no net export or import of earth. This should be subject to the caveat "where feasible".

Comment 141 (page 15-18 and Table 2-1, page 34): We disagree that the Project will result in a significant and unavoidable loss of visually prominent open space. As noted in preceding comments, the most visually prominent ridges on the site will be preserved and will dominate views of the planning area. In addition, the site presents a desolate appearance from many vistas. The mitigation measures proposed in connection with the Project will ensure an attractively designed and constructed development. Accordingly, it is possible to conclude that although there will be a reduction in visually prominent open space, this is not a significant adverse impact of the Project.

Comment 142 (page 15-20 and Table 2-1, page 35): Mitigation Measure 15.10 should be rejected as infeasible and undesirable. It is simply not possible to camouflage the buildings, fencing and other structures involved in the Project. An attractive color palette will be used that will enhance the aesthetic quality of the development.

Comment 143 (page 15-21 and Table 2-1, page 37): Mitigation Measure 15.17 should begin with the caveat "where feasible."

Comment 144 (page 15-21 and Table 2-1, page 37): Mitigation Measure 15.19 recommends that any artificial water feature be designed as small in scale. This measure should be rejected because it does not address any significant adverse Project impacts. Water features are generally considered to enhance rather than diminish visual quality.

Comment 145 (pages 15-22 and Table 2-1, page 37): Mitigation Measure 15.20 should be clarified to read as follows:

The project proponents should provide a setback for all roads in creek corridors of approximately 100 feet, except at creek crossing. Closer encroachment shall be

allowed during development to install Project infrastructure. Disturbed areas within the setback zone shall be revegetated with native riparian plants. The setback will vary in width depending on creek size and depth based on guidelines in the DVSP.

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(cont.)

Comment 146 (page 15-23 and Table 2-1, page 38): Mitigation Measure 15.23 recommends a vegetation buffer of 50 feet between creek's centerlines and recreational features. This mitigation measure would interfere with the open space and recreational amenities of the site functioning as a park system and accordingly should be rejected.

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O. Alternatives to the Proposed Project.

Comment 147 (pages 16-3 through 16-4): The EIR indicates that the lower density alternative would reduce the Project circulation and air quality impacts. However, this alternative's effect on the area's jobs/housing balance would be inferior to that of the Project, offsetting its potential to reduce circulation and air quality impacts.

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P. Other CEQA-Required Topics.

Comment 148 (page 17-1): The statement under the heading "Significant Unavoidable Environmental Effects" should be corrected to indicate that the summary of these impacts is contained in Chapter 2, "Summary."

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Comment 149 (pages 17-1 through 17-2): In evaluating the Project's short-term uses versus long-term productivity implications, the EIR fails to acknowledge that the Project will benefit the long-term productivity of the site. Although development of the Project will result in the loss of seasonal grazing/dry farmland and open space, it will also result in a high quality mixed-use development providing housing, commercial and recreational amenities to area residents, and substantial revenues to the County. These benefits will in all likelihood result in a net Project benefit to long-term productivity.

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Comment 150 (pages 17-2 through 17-3): The Project has been designed to be growth accommodating rather than growth inducing in that it is designed to provide housing for employment opportunities that are projected to exist in the area. Accordingly, although the Project may result in a large

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number of new residents in the Tri-Valley region that would not otherwise be there, in a larger sense the Project is not growth inducing because it will be merely placing people's homes closer to their occupations. In our opinion, this type of growth should be considered a Project benefit.

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(cont.)

Comment 151 (page 17-5): There is a typographical error in the first line under the heading "East Dublin;" "Alameda" has been misspelled.

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Comment 152 (page 17-9): The EIR should acknowledge that the effects listed under the heading "Housing, Population and Employment Effects" are not necessarily adverse impacts.

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Q. Citations.

Comment 153: A number of the entries in this section begin with blanks. The significance of these blanks should be explained.

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* * * * *

Thank you for the opportunity to comment on the draft EIR for this Project. If you require clarifications of any of the foregoing comments, please do not hesitate to call.

Very truly yours,

MCCUTCHEN, DOYLE, BROWN & ENERSEN

By *M. Thomas Jacobson*
M. Thomas Jacobson
Ann R. Danforth

ARD:ktp/6
743lg


Enclosure


cc: Vic Westman
Silvano Marchesi
Val Alexeef
Daniel W. Hancock
Thomas J. Koch


Figure 5-6.
Unimproved Open Space
in the Dougherty Valley
Planning Area

*Add newly crossed
areas*

LEGEND

 Proposed for Management
by a Public Agency

 Developed Impact Area
(Mass Grading)

 Areas in Which Grading Will Be
Limited to Development of
Special Facilities

Source: FBR 1992, Custer and Underwayers
pers. comm.

Figure 10-4.
Potential Dougherty Valley
Detention Basin Locations

LEGEND

 Detention Basins

 Developed Impact Area
(Mass Grading)

 Areas in Which Grading Will Be
Limited to Development of
Special Facilities

Source: Agnew pers. comm.

- 37-1 Comment noted. The improvement in existing jobs/housing balance is considered a beneficial impact on page 14-16. Further acknowledgment is unnecessary because EIRs are only required to point out adverse impacts. No changes to the Final EIR are required.
- 37-2 Comment noted. The Draft EIR, Chapter 6, Circulation, adequately discloses the significant cumulative impacts with and without the project. No changes to the Final EIR are required.
- 37-3 Comment noted. Significant environmental effects of cumulative impacts are addressed on pages 17-6 through 17-9. Imposing the project's specific mitigation measures will not reduce these cumulative impacts to a less-than-significant level. No changes to the Final EIR are required.
- 37-4 Comment noted. No changes to the Final EIR are required.
- 37-5 Comment noted. No changes to the Final EIR are required.
- 37-14 The EIR is amended as discussed in the comment and as noted in the Errata.
- 37-19 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 37-23 The information concerning the number of affordable housing units to be provided is presented in a number of other locations and does not serve to promote the purposes of this section. No change to the Final EIR is required.
- 37-24 The meaning of the paragraph in the Draft EIR indicated by the commenter is indeed not as clear as necessary. The change proposed by the commenter has been made in the Final EIR. See the Errata.
- 37-25 The commenter is partially correct. This EIR *could* serve as the environmental document for all necessary entitlements, but this must be determined by the lead agencies that issue such entitlements. See response to Comments 5-1 and 5-2. This correction has been made in the Final EIR. See the Errata.
- 37-26 Comment noted. See response to Comment 7-16. No change to the Final EIR is required.
- 37-27 This information is conveyed elsewhere in appropriate portions of the document. This section is intended to report how the land is currently being used, not the results of such use on biological resources or water quality. No change to the Final EIR is required.
- 37-28 The correction proposed by the commenter has been made in the Final EIR. See the Errata.

- 37-29 The correction proposed by the commenter has been made in the Final EIR. See the Errata.
- 37-30 The purpose of this section is to report the applicable General Plan policies of the City of San Ramon, not to evaluate the consistency of the project with these policies. Such an evaluation would only be appropriate if the project were being proposed for development within the city, and then, only in consultation with city planning department staff. Such an evaluation would only be appropriate if the project were being proposed for development within the city, and then, only in consultation with city planning department staff. This EIR is considered adequate without such a consistency evaluation. No change to the Final EIR is required.
- 37-31 Comment noted. The purpose of the funding discussion is to report how the applicable General Plan policies and proposed entitlements relate to this issue. This discussion is considered adequate for the purposes of the EIR. Although the recommended language on this issue proposed by the commenter provides a helpful perspective, it is not necessary to include it in the Errata.
- 37-32 The commenter is correct that this paragraph is unclear. The essence of the correction proposed by the commenter has been made in the Final EIR. See the Errata.
- 37-33 The change proposed by the commenter is not entirely correct, but elements that are correct and that clarify the discussion are incorporated into the Final EIR. See the Errata. See also response to Comment 5-10.
- 37-34 The impact, as stated in the Draft EIR, is the permanent conversion of 11% of the total land that can ever be developed within the Urban Limit Line (ULL) by one project. If the total amount of land ultimately developed is actually only half of the possible total, the project's contribution actually increased to about 22% of the total. This decision to urbanize such a significant amount of the total in one project is significant and unavoidable because of size and its implications for the pace of urbanization of the remaining land within the ULL. The project will indeed have substantial effects on future land use choices in Contra Costa County. The impact is appropriate as stated in the Draft EIR. No change to the Final EIR is required.
- 37-35 Development of open space is not identified as part of the significant impact discussed above. The commenter correctly notes that the project would preserve a substantial amount of the planning area as open space.
- 37-36 The commenter is incorrect. The first sentence of this section correctly identifies potential incompatibility with existing and planned adjacent land uses.
- 37-37 The commenter proposed that potential incompatibilities with adjacent land uses are not significant and unavoidable if mitigated by project design features. The Draft EIR proposed such mitigation measures, but concludes that even with

these measures, the project still would present dissimilar land uses in close proximity, and that what is considered by the commenter to be an "attractive, interesting, and dynamic" project landscape may not be considered such by adjacent property owners with large parcels in a rural setting. No change to the Final EIR is required.

- 37-38 See Comment Letter 33 and response to Comments 33-1 through 33-17 and 37-145.
- 37-39 The impact identified by the commenter would be identified as a less-than-significant impact of the project. The potentially adverse environmental impacts associated with land use regulatory limitations posed by the development agreement are addressed throughout the Draft EIR and are not considered independently.
- 37-41 The southern portion of the planning area is within DSRSD's service boundary. Refer to Comment 19-27 and the Errata. The remainder of the text on pages 5-5 and 5-6 has not been changed because it was not considered to be substantially different from the suggested language.
- 37-42 No revisions to EBMUD's sphere of influence boundary for water service in Figure 5-3 were suggested by EBMUD or any other commenters, and available information did not indicate a boundary different from Figure 5-3. This figure indicates that a portion of the planning area is currently within EBMUD's service area. Therefore, the recommended change was not made to the figure.
- 37-43 Changes are hereby included in the Final EIR to clarify landfill capacity. Refer to the Errata in the Final EIR.
- 37-44 Changes are hereby included in the Final EIR to state that the Windemere Property is within the Ponderosa Cable franchise area. Refer to the Errata in the Final EIR.
- 37-45 The use of low-flow fixtures in public landscaping is addressed in Mitigation Measures 5.7 in the Draft EIR.
- 37-46 Comment noted. The DVSP calls for use of recycled water where feasible. The existing text of Mitigation Measure 5.1 was considered adequate; no change was made to the EIR.
- 37-47 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 37-48 A portion of the planning area is in EBMUD's planning area. In addition, EBMUD is developing a Water Supply Management Program to establish methods to more effectively use existing entitlements. The term "additional water supplies" was used to describe EBMUD's position to satisfy potential future water demands, which includes the possibility of obtaining more water

from existing entitlements. Given the uncertainty of future water availability statewide, however, unused entitlements do not necessarily constitute firm supplies. Therefore, the statement has been retained unchanged. LAFCO has the authority to determine service district boundaries, and this emphasis has been included in the EIR and shown in the Errata.

- 37-49 The EIR already indicates that "these water demands assume that reclaimed water would be used for irrigation of public landscaping", implying that potable water demand would increase if reclaimed water is not used. No changes to the Final EIR are required.

- 37-50 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.

- 37-51 The feasibility of these uses of recycled water is not technically in doubt on a conceptual level; however, the planning area is not now within a service district that could provide recycled water. The closest district is in Alameda County, and annexation to this district requires the approval of two LAFCOs, which cannot be ensured. Therefore, the maximum use is described without the mention of feasibility. However, feasibility is used to clarify the use of recycled water on private lot landscaping, which is a controversial issue. No change to the Draft EIR is required.

- 37-52 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.

- 37-53 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.

- 37-54 Comment noted. The last sentence of the comment has been inserted into the text on page 5-44 and as shown in the Errata. The words "Where appropriate" at the start of the comment, however, were considered duplicative and were not included.

- 37-55 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.

- 37-56 The comment identifies a unique situation in environmental impact analysis, where an impact and mitigation measure occur simultaneously. The issue was identified as an impact because of the need for the physical infrastructure for onsite recycled water improvements. No changes to the Final EIR are required.

- 37-57 Comment noted. A portion of the comment has been incorporated into the EIR as indicated in Comment 18-23 and in the Errata. The remaining text of Mitigation Measure 5.11 has been retained because it clarifies and strengthens implementation.

- 37-58 Changes to the Final EIR address the landfill capacity issue. Refer to the Errata in the Final EIR.
- 37-59 The corrected numbers are hereby added to the Final EIR. Refer to the Errata in the Final EIR.
- 37-60 The County's curbside recycling program exists in unincorporated areas by contract. The County will solicit bids on the project area, and this service will be provided. No changes to the Final EIR are required.
- 37-61 See response to Comment 7-29. Refer to the Errata 7-29.
- 37-62 Changes have been made in the mitigation measure, in coordination with the SRVFPD, to clarify the fire protection standards of the County's General Plan. The changes recommended in this comment are addressed in part in the Errata and also in response to Comment 37-64. Refer to the Errata 21-1 in the Final EIR.
- 37-63 The SRVFPD will agree to accept payment of the cost of constructing the fire station in an amount to be negotiated with the developer. Refer to Errata 37-63.
- 37-64 As a general rule, sprinklers are not required in single-family homes, subject to exceptions in the County code. However, the recommended changes regarding sprinklers are not included in the Final EIR because the changes are not completely consistent with SRVFPD policy. For example, the district would not allow sprinklers to mitigate response times where dwelling units greater than or equal to 5,000 square feet are present because these buildings are already required to have sprinklers. Assuming that acceptable response times are achieved, sprinklers will be required only where mandated by standards set forth in the County code. Variance from normal standards would be based on a case-by-case basis and approved by the SRVFPD (Probert pers. comm.). No changes to the Final EIR are required.
- 37-65 Figure 5-6 is amended to include all proposed public agency management areas. Refer to the Errata in the Final EIR.
- 37-66 The mitigation measure was deemed appropriate by the County; therefore, no changes to the Final EIR are required. The planning process recommended in the mitigation measure accounts for adequate school facilities before the issuance of building permits. No changes to the Final EIR are required.
- 37-67 This comment identifies an error on page 5-57. The error has been corrected as noted in the comment letter and as shown in the Errata.
- 37-68 The impact of generating approximately 1,329 community college students is considered a significant direct impact because it would cause a substantial increase in demand for college facilities and result in current facilities exceeding capacity (Draft EIR pages 5-31, 5-32, and 5-57). The project also contributes to

the significant cumulative impact of the need for a new community college in the Tri-Valley area (refer to response to Comment 39-23).

Although the ultimate mitigation is within the responsibility and jurisdiction of an agency other than Contra Costa County, there is currently no evidence of funding or an available site for a new community college. Therefore, the impact is still considered significant and unavoidable. Please refer to the Errata in the Final EIR to clarify this conclusion.

37-69 The project area is not currently managed by a park district or other agency as open space as the commenter submits. Furthermore, the project will create a need for open space managers (i.e., open space managed by a park district) to construct and maintain staging areas, improve creek corridors, improve habitats, maintain firebreaks and trails, and conduct other activities. A significant impact will occur without this service, and the mitigation measures are needed. No changes to the Final EIR are required.

37-70 The "Regional Parks, Open Space, and Trails" setting is described on page 5-17 and indicates that "EBRPD has identified opportunities to acquire new park land in the Sycamore/Dougherty Valley area, which includes the planning area." The setting also indicates that EBRPD would like a regional trail from Sycamore Valley to Tassajara Creek which "would extend north to south through the planning area"

Contrary to the comment, there is not a "pre-existing need" for a regional trail, but a pre-existing plan for a regional trail. The project would create the need for a regional trail by adding residents to the County. This need is not planned for by the project, according to General Plan Goal 9-I and Implementation Measure 9-v, because a continuous trail is not provided. Hence, Mitigation Measures 5.29, 5.30, and 5.31 are needed. No changes to the Final EIR are required.

37-71 Table 9-1 of the Contra Costa General Plan, "County Park Criteria", has transposed the acreage/population ratio for neighborhood and community parks. This correction was made in the Dougherty Valley EIR, page 5-32, under "Key Assumptions". This error is further clarified in the Errata in the Final EIR.

Based on this information, the changes recommended in the comment are not incorporated.

37-72 A similar statement was made on page 6-27 under Planned Roadway Improvements.

37-73 Comment noted.

37-74 Comment noted. Although a year 2000 impact analysis was made by TJKM in Appendix D of the Draft EIR, a document which has been revised in the Final

EIR, no related assessments (e.g., noise and air quality) for the year 2000 were discussed or evaluated in the body of the Draft EIR.

- 37-75 Comment noted. Crow Canyon Road is eight lanes east of I-680 up to Camino Ramon.
- 37-76 Comment noted. The Draft EIR indicates developers would "participate in a regional transportation mitigation program". No statement is made that limits the definition of this program exclusively to a in-lieu fee. See response to Comment 2-2.
- 37-77 Comment noted.
- 37-78 Comment noted.
- 37-79 Comment noted.
- 37-80 Although the impacts on the reported freeway segments were identical between the No Project and Project scenarios, it is appropriate to state these impacts separately to coincide with the overall analysis and impact evaluation format.
- 37-81 Comment noted.
- 37-82 Although the impacts on the reported freeway segments were identical between the No Project and Project scenarios, it is appropriate to state these impacts separately to coincide with the overall analysis and impact evaluation format.
- 37-83 The revised traffic forecasts, impacts, and mitigation have altered the previous findings at these locations. This statement now applies only to the I-680 northbound off-ramp at Bollinger Canyon Road (no. 953). Refer to the revised Chapter 6 in the Errata.
- 37-84 Comment noted.
- 37-85 Mitigation Measures 6.6b is redundant to the Project's provisions for park and ride lots. The County's Travel Demand Ordinance requires developers of residential projects to offer information on transportation alternatives to prospective home buyers. However, CCCTA funding constraints and LAVTA bus service boundaries make implementation of the transit service described in 6.6a uncertain. The size of this development also presents opportunities for TDM strategies that go beyond the minimum requirements of the County's TDM ordinance. Mitigation measure 6.6 should be revised to read as follows:

6.6 The Project incorporates provisions to accommodate alternative forms of transportation such as construction of park-and-ride lots, bikeways and pedestrian paths linking residential areas to major activity centers, bicycle parking, commercial and service facilities to serve the Project and nearby neighborhoods, bus turn-outs and passenger shelters, and reservation of right-of-

way for future rail transit. The following strategies in this mitigation measure are required to enhance the Project's provisions to reduce the demand for automobile traffic.

6.6a The Project proponents should provide enhanced transit service to Dougherty Valley to reduce off-site trip generation; at a minimum regularly scheduled bus service should be provided between Dougherty Valley and major activity centers such as Bishop Ranch, Hacienda Business Park, Stoneridge Mall, the East Dublin BART Station, and the I-680 High Occupancy Vehicle Lane facility and coordinated with publicly funded service provided by the CCCTA (County Connection) and LAVTA (Wheels).

6.6b The Specific Plan should include provisions for construction of a collector road system that provides efficient bus routing within 1/4 mile of 80 percent of the Project households. Where feasible, cul-de-sacs that back up to arterials or collector should have a pedestrian/bicycle path between the cul-de-sac and the road to allow convenient access to transit stops.

6.6c The Specific Plan trail system (Figure 13), should extend Class II bike lanes the full length of Dougherty Road. This bikeway system should be supplemented by on-street bicycle lanes on appropriate local roads to access all neighborhood commercial areas, parks, convenience retail areas, transit stops, park and ride lots, and the Village Center.

6.6d The Project Proponents shall establish an ongoing Transportation Demand Management Program during the buildout of the Project that will include, at a minimum, a Transportation Coordinator to administer the TDM Program, an information program regarding the transportation services available to residents, a telecommute work center in the Village Center, coordination efforts with employer-based TDM programs in the Tri-Valley area, and a monitoring program to determine the commute habits of Project residents.

6.6e The Project proponents should work with the local telephone company to ensure that all housing units are wired for electronic technologies that accommodate telecommuting by residents.

37-86 Refer to response to Comment 37-85.

37-87 The revised traffic forecasts, impacts, and mitigation have altered the previous findings at these locations. This statement now only applies to the I-680 northbound off-ramp at Bollinger Canyon Road (no. 953).

37-88 Please refer to response to Comments 40-1 through 40-12.

37-89 Please refer to response to Comments 40-1 through 40-12. The results of the new analysis indicated little quantitative change in cumulative conditions. No newly identified project impacts resulted from the revised analysis.

- 37-90 Comment noted. The Draft EIR should be revised as noted in the comment letter and as shown in the Errata.
- 37-91 Comment noted. The Draft EIR should be amended to incorporate the text in comment 37-91. Please refer to the Errata.
- 37-92 Comment noted. The Draft EIR should be revised as noted in the comment letter and as shown in the Errata.
- 37-93 Please refer to response to Comments 40-1 through 40-12.
- 37-94 Comment noted. Also refer to response to Comment 40-15. With the revised threshold levels, the project would continue to substantially exceed the thresholds. Emissions of ROG are estimated to be 2,169 pounds per day compared to the threshold of 150 pounds per day. Emissions of PM₁₀ are estimated to be 1,820 pounds per day compared to the threshold of 150 pounds per day. These levels of emissions compared to the revised threshold levels are significant impacts. Refer also to response to Comment 2-10 and 2-11.
- 37-95 The air quality modeling has been redone with revised and updated input data. A summary of the revised estimates of CO levels is shown in Table 7-3 in the Errata. Under 2010 conditions, the project would result in lower levels at receptors 2, 3, 12, 16, 21, 23, 25, 27, and 70. Receptors 3 and 16 show exceedences of the 8-hour CO standard under 2010 no-project and 2010 with-project conditions. Pursuant to the revised air quality modeling, these exceedences are not new significant impacts. The other receptors are not expected to exceed the 1-hour or 8-hour standards under either condition. Although the project will result in reduced concentrations at a few receptors, the overall impact of the project is not beneficial because of the CO exceedences.
- The following text should be added to the text at the bottom of page 7-15: "However, this impact would occur only during construction activities." Refer to the Errata.
- 37-96 The threshold level for PM₁₀ should be 150 pounds per day, rather than 1 pound per day (see response to Comment 27-7). The construction emission analysis estimates 352 pounds per day of PM₁₀ during construction activities. This number includes a 50% reduction for a dust control program. The dust control program is outlined in mitigation measures 7.1 through 7.6. With the revised threshold, emissions of PM₁₀ are a significant and unavoidable impact.
- 37-97 Comment noted. The Draft EIR should be changed to state the text in Comment 37-97 as shown in the Errata.
- 37-98 The paragraph below mitigation measures 7.7 through 7.11 should be revised to state the corrected NOx threshold level of 150 pounds per day. Please refer to changes in the Errata. It is not believed that mitigation measures are capable of reducing the NOx level of 289 pounds per day to less than 150 pounds per

day. This impact can only be partially mitigated and is considered significant and unavoidable.

- 37-99 Please refer to response to Comments 40-1 through 40-12.
- 37-100 Please refer to response to Comments 40-1 through 40-12.
- 37-101 Comment noted. Mitigation Measure 7.13 should be revised as noted in comment 37-101 and as shown in the Errata. Refer to response to Comment 37-85.
- 37-102 Comment noted.
- 37-103 Please refer to response to Comments 40-1 through 40-12. This explains in detail the parameters used for the air quality modeling.
- 37-104 Page 7-1. The paragraph explaining the impact of ozone precursor emissions should be revised to reflect the correct threshold level of 150 pounds per day of ROG, NO_x, and PM₁₀. Please refer to the Errata. It is not expected, however, that the mitigation measures would reduce the levels of ROG, NO_x, and PM₁₀ to levels less than the threshold. This impact can only be partially mitigated and is significant and unavoidable.
- 37-105 Please refer to response to Comments 40-1 through 40-12. The air quality analysis has been redone with updated input data. The "Air Quality" chapter has been revised to reflect the updated analysis.
- 37-106 Please refer to response to Comments 40-1 through 40-12. No changes will be made to the paragraph under the heading "Mitigation Measures".
- 37-107 Comment noted. The final paragraph on page 7-24 should be amended to state that the threshold levels are 150 pounds per day of ROG, NO_x, and PM₁₀. Please refer to the Errata.
- 37-108 Comment noted. Table 7-6 has been revised to reflect updated modeling results, and the heading has been corrected. The heading should have stated "Cumulative No Project Conditions". Please refer to the Errata.
- 37-109 On page 8-10, in the first line under the heading, "Existing Noise Sensitive Receptors in the Planning Area", the word "three" has been changed to the word "two". Refer to the Errata in the Final EIR.
- 37-110 Comment noted. This mitigation measure is left unchanged because the changes recommended imply that nothing can be done to address the potential for noise impacts from light rail prior to preparation of the EIR. A light rail corridor may be established well before an EIR is prepared. As implied in the mitigation measures, setbacks from this corridor for residential land uses should be

established during the site planning process based on a reasonably expected light rail schedule.

- 37-111 Comment noted. The recommended changes are adopted in the Final EIR.
- 37-112 Please refer to response to Comment 5-52.
- 37-113 Comment noted. The recommended changes are adopted in the Final EIR.
- 37-114 The language presented in the Draft EIR is consistent with County interpretation of the Contra Costa County General Plan policies. No changes to the Draft EIR are required.
- 37-115 Comment noted. Please refer to response to Comment 5-60.
- 37-116 Two reports were prepared by ENGEO Inc. The first report, Geotechnical Reconnaissance Report (January 4, 1988), and the second report, Preliminary Geologic/Geohydrologic Studies (March 1, 1989), cover the Shapell and Windemere properties, respectively. Both reports include recommendations for preparation of future detailed geotechnical reports. Mitigation Measure 9.6 was formulated based on those recommendations. No change to the EIR is required.
- 37-117 Comment noted. The text is amended to include this information as shown in the Errata.
- 37-118 The last paragraph refers to the proposed alignment for water, wastewater, and recycled water infrastructure. This paragraph is amended as noted in the Errata.
- 37-119 Comment noted. Figure 10-4 of the EIR has been revised to include the new detention basin location and is shown in the Errata.
- 37-120 Comment noted. Refer to Comment 32-5.
- 37-121 Comment noted. The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 37-122 Comment noted. The definition of special-status plant and animal species should be corrected to separate state and federally listed species from other species of special concern. Please refer to the Errata for changes made to the definition of special-status species.
- 37-123 The commenter is confusing significance criteria and mitigation. If the project proponents are compensating for the loss of wetlands, that means they are mitigating a significant impact; otherwise, they would not be compensating for the loss of wetlands. Therefore, we disagree with the commenter's definition of significance criteria for wetlands.

The commenter is correct in the interpretation of significance criteria based on biological values, which are the basis of the wetlands criteria stated on page 11-35. We suggest a minor change in wording to address the commenter's concerns. Please refer to the Errata for changes made to the wetlands criteria.

As the commenter pointed out, the planning area supports a limited amount of wetland habitats, but these wetlands provide habitat for three special-status wildlife species, including the California red-legged frog, western pond turtle, and tricolored blackbird. These habitats also provide foraging habitat and cover for many waterbirds, including herons, egrets, and waterfowl. Therefore, the wetlands in the planning area perform important ecological functions, and adverse effects to these wetlands are considered significant. Refer to impacts and mitigation measures described in pages 11-44 through 11-51.

If the red-legged frog or western pond turtle is listed as threatened or endangered under the federal Endangered Species Act, a Nationwide Permit 26 permit could not be issued by the U.S. Army Corps of Engineers (Corps). The project proponents would need to apply for an individual permit from the Corps.

37-124 Refer to response to Comment 37-123.

37-125 Comment noted. Please refer to the Errata for changes made to significance criteria for special-status wildlife species.

37-126 Refer to response to Comment 37-125.

37-127 This comment cannot be justified under the federal Endangered Species Act. The term "take" is broadly defined to include harm (act which kills or injures wildlife, including significant habitat modification or degradation [16USC 1532, 50 CFR 17.3]). Therefore, the commenter's conclusion that "development of any habitat, occupied or unoccupied, is not considered a take under the federal Endangered Species Act unless it actually causes injury or harm to the protected species" is not entirely correct. Substantial loss of occupied habitat could be considered a take under the federal Endangered Species Act, even though the endangered species is not directly injured.

The significance criteria should be modified to place more emphasis on CEQA impacts, rather than a take under the federal Endangered Species Act; therefore, the criteria for special-status wildlife species are modified to reflect this. Please refer to the Errata for changes made to the criteria of special-status wildlife species. Refer to response to Comment 34-18.

37-128 Refer to response to Comment 37-136.

37-129 This statement is unnecessary. Regulatory discretion is noted in the mitigation measures; therefore, no change is recommended.

37-130 Refer to response to Comments 64-8 and 64-9.

- 37-131 Refer to response to Comment 64-9. The loss of grassland habitat and habitat fragmentation are also significant cumulative impacts on wildlife. These impacts are difficult to fully mitigate because fragmentation in the planning area is permanent, and no new grasslands can be created to replace the lost grasslands (on a large scale). The only mitigation measure available is to protect and manage existing grasslands in the region, but this can only partially compensate for the impacts. The enhancement and management of the open space lands in the planning area could partially offset the impacts on wildlife, but not fully. The County should ensure that large tracts of grassland wildlife habitats remain in the region. Refer to response to Comment 64-9.
- 37-132 No Comment corresponds with this number.
- 37-133 No Comment corresponds with this number.
- 37-134 This information is currently in the text of the Draft EIR. Revising the text is unnecessary.
- 37-135 The Draft EIR acknowledges the beneficial effects of the proposed project on riparian willow forest. Although the vegetation of the riparian areas would be enhanced, their value to wildlife would be reduced by increased human disturbance. No change to the text is necessary.
- 37-136 There is conflicting information on the potential effects of Coyote Creek from the proposed project; therefore, we used a worst-case scenario for our analysis. A minor change in wording is recommended to reflect the uncertain effects of the proposed project on Coyote Creek. Please refer to the Errata for changes made to the text.
- 37-137 Comment noted. The final mitigation requirements will be determined by the Corps, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, and California Department Fish and Game. No change to the text is necessary.
- 37-138 If the mitigation plan is submitted to the Community Development Department after the preliminary or final development plans are submitted and changes are needed in the mitigation plan, a revision of the mitigation plan could slow down implementation of the project; therefore, we suggest that the project proponents submit the mitigation plan before a final development plan is submitted. Please refer to the Errata for changes made to the text.
- 37-139 Comment noted. Please refer to the Errata.
- 37-140 Refer to response to Comments 61-1 through 61-6. New mitigation measures are included in the Final EIR that reduce the impact to a less-than-significant level. Refer to the Errata for text revisions.
- 37-141 Comment noted. Refer to the Errata for text revisions.

- 37-142 Comment noted. Refer to the Errata for text revisions.
- 37-143 Comment noted. CA-723 is of unresolved value. Prior to approving any development that would result in the removal of CA-723, the County must determine whether the loss of the site would be significant and, if the loss is significant, whether it should be mitigated by preservation of the site in a park, recordation and demolition, or other means. See Errata 5-80.
- 37-146 The EIR establishes significance criteria, pages 15-12 and 15-13, which the project exceeds and cannot obtain after mitigation. Therefore, this impact was considered significant and unavoidable. No changes to the Final EIR are required.
- 37-147 Comment noted. The recommended changes advocate the project, and will therefore, not be included in the Final EIR. Grading restrictions will be addressed in future environmental review documents. No changes to the Final EIR are required.
- 37-148 Comment noted. The comment does not address the adequacy of the EIR. The current text is adequate, and no changes to the Final EIR are required.
- 37-149 The comment does not address the adequacy of the EIR. The current text is adequate because it only encourages, and does not mandate, the developer to "minimize" cut and fill. No changes to the Final EIR are required.
- 37-150 Comment noted. The current text adequately reflects the changes that will occur on the project site. No changes to the Final EIR are required.
- 37-151 Comment noted. Mitigation Measure 15.2 does not require "camouflaged" structures, but rather structures to blend into the environment. The mitigation measure will help reduce visual impacts. No changes to the Final EIR are required.
- 37-152 Mitigation Measure 15.17 in the EIR is adequate and provides several methods for reducing visual impacts. No changes to the Final EIR are required.
- 37-153 The recommended change is hereby included in the Final EIR. Refer to the Errata.
- 37-154 The mitigation measure adequately mitigates the impact. The disturbance of riparian habitat will have to be addressed in other, more specific tiered environmental documents. No changes to the Final EIR are required.
- 37-155 Mitigation Measure 15.23 is designed to ensure that structures (e.g., volleyball and tennis courts, bicycle trails, and other active recreation features) are adequately set back from visually sensitive creek corridors to minimize visual intrusions and reduce impacts in these areas to less-than-significant levels. By ensuring that visually intrusive structures are not constructed within the visually

sensitive creek corridor, this measure is consistent with the corridor's functions as open space and wildlife habitat, does not interfere with use of the area for passive recreation activities, is consistent with other measures to protect and enhance the creek corridors, and does not interfere with the use of adjacent areas for active recreation as part of a park system. Establishment of native vegetation in the corridor does not preclude its use by people.

- 37-156 Comment noted. No change to the Final EIR is required.
- 37-157 The correction proposed by the commenter has been made in the Final EIR. See the Errata.
- 37-158 Comment noted. No change to the Final EIR is required.
- 37-159 Comment noted. No change to the Final EIR is required.
- 37-160 The correction proposed by the commenter has been made in the Final EIR. See the Errata.
- 37-161 This conclusion is noted in the appropriate section of the document. No change to the Final EIR is required.
- 37-162 Citations with a blank (_____) have the same author as the previous reference. For further clarification, the EIR is revised as shown in the Errata.

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SAN FRANCISCO
LOS ANGELES
SACRAMENTO
ORANGE COUNTY
PALO ALTO
SEATTLE

ATTORNEYS AT LAW

PLEASE RESPOND TO:

P. O. BOX 8130

WALNUT CREEK, CA 94596-8130

101 YGNACIO VALLEY ROAD, SUITE 400

WALNUT CREEK, CA 94596-8095

TELEPHONE (510) 295-3300

TELEFACSIMILE (510) 946-9912

NEW YORK

WASHINGTON, D.C.

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DIRECT DIAL NUMBER

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However, nothing in CEQA indicates that an environmental impact results from any inconsistency between a County's plans for unincorporated territory and the plans of a city whose planning area happens to include that territory.

1
(cont.)

August 4, 1992

(510) 295-3317

By Hand Delivery

Mr. James W. Cutler
Contra Costa Community
Development Department
651 Pine Street
North Wing, Fourth Floor
Martinez, California 94553

Re: Draft Environmental Impact Report
for Dougherty Valley General Plan
Amendment, Specific Plan and Related
Actions

Dear Mr. Cutler:

We represent Windemere Ranch Partners ("Windemere") in connection with the processing of entitlements for the Dougherty Valley. On behalf of Windemere, we hereby submit the following comments on the draft environmental impact report (the "DEIR") prepared for the Dougherty Valley General Plan Amendment, Specific Plan and Related Actions (the "Project"). We have also reviewed, and are in general agreement with, the comments being submitted to you on behalf of Shapell Industries.

A. LAND USE

1. Consistency with San Ramon General Plan. The DEIR (Page 4-33) states that the Project's inconsistency with the San Ramon General Plan would be an environmental impact. While the DEIR concludes that this impact is insignificant, we do not believe it to be an impact at all. The City of San Ramon, while it has prepared plans for development of the Dougherty Valley, currently has no jurisdiction over the planning area. We recognize the legal authority of San Ramon to plan for the Dougherty Valley.

1

2. Farmland of Local Importance. Although the Project's conversion of agricultural land to urban and open space uses may be a significant impact, the DEIR (Page 4-34) appears to overstate the significance of the agricultural lands that would be lost as a result of the Project.

The DEIR states that the Dougherty Valley includes property identified as "farmland of local importance." This is a category employed by the California Department of Conservation, which ranks the importance of farmland according to the geographic scope of its significance. Dougherty Valley farmland is not identified by the Department of Conservation as either "farmland of regional importance" or "farmland of statewide importance." Its importance, if any, is only local. In light of the fact that the Dougherty Valley is surrounded by actual or foreseeable urban uses, however, it is questionable whether the property is of importance even to the local agricultural economy.

2

3. Potential Incompatibility with Adjacent Land Uses. The DEIR (Page 4-36) states that land uses proposed for the Project may be incompatible with existing and planned adjacent land uses. Specifically, the DEIR notes that land uses along the perimeter of the planning area may be incompatible with adjacent areas of medium and low density development and agricultural and open space uses.

Although implementation of the Project will result in the location of different housing densities in proximity to one another (See Figure 4-9 of the DEIR), these uses are by no means "incompatible." They are all residential uses. While the Project may result in limited visual impacts to the surrounding neighborhoods, this does not mean that the uses proposed for the Project are incompatible with those neighborhoods. No commercial or industrial uses are proposed for the perimeter of the project. There will be no non-residential noise impacts on surrounding neighborhoods, no risk of industrial accident or other risk that might be deemed incompatible with residential uses.

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The Draft Specific Plan for the Dougherty Valley specifically calls for development that complements surrounding communities. Moreover, as noted in the DEIR (Page 4-37), the Specific Plan includes numerous additional policies designed to eliminate any incompatibilities. These include, but are not limited to, (i) Policy LU-1, which provides for organization of the community into a series of neighborhoods which are distinctive in character and shaped by the landscape; (ii) Policy LU-13, which provides for establishment of a separation between Camp Parks and the remainder of the Dougherty Valley; and (iii) Policy H-2, to ensure that homes in Dougherty Valley are consistent with the character of surrounding areas in the County. We therefore see no basis for the DEIR's conclusion that any potential incompatibilities (while they may be mitigated to some extent) are unavoidable.

In addition, we note that, contrary to the DEIR's conclusion on Page 4-36, the Windemere Parkway extension will not be "incompatible" with the grazing, dryland farming and rural residential uses through which it will extend. We see no reason why the existence of a new roadway would prevent those land uses from continuing relatively undisturbed.

B. CIRCULATION

4. Allocations. The DEIR's allocation of responsibility for "no project" mitigation measures (relating to "no project" impacts), "project" mitigation measures (relating to "project" impacts) and "regional" mitigation measures (relating to regional impacts) should be clarified. These categories would seem to suggest that the project proponents should be responsible for "project" impacts and some portion of "regional" impacts, but not "no project" impacts. The DEIR, however, does not adopt this approach.

In particular, the DEIR states that the project proponents should pay a "fair share" portion of "no project" mitigation measures even though the impacts to be mitigated will come from sources other than the Project. If the Project does not contribute to those environmental impacts, the project proponents should not have to pay for their mitigation. If the project proponents are required to mitigate "no project" impacts (although we do not believe this to be appropriate), then proponents of other projects should be required to mitigate impacts produced by the

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Project. The DEIR, however, does not adopt such a fair approach. It suggests that Windemere and Shapell should fund the mitigation of impacts from other projects, without requiring proponents of other projects to fund the mitigation of impacts from Dougherty Valley.

C. BIOLOGICAL RESOURCES

1. Fragmentation of Annual Grasslands. The DEIR (Page 11-38) states that implementation of the Project would result in the grading, filling, or other modification of approximately 3,911 acres of annual grasslands in areas proposed for development. The DEIR states that although eliminating such grasslands is not expected to affect important botanical resources, the loss of annual grassland would fragment grassland habitat because linear open space corridors on the north side of the planning area are narrow and fragmented by obstructions such as bridges and trail routes. In addition, the DEIR states that open space areas have no connecting corridors on-site or are narrow and depend on adjacent lands to maintain an adequate wildlife corridor. The DEIR states that these impacts render the Project inconsistent with general plan policies 8-7 and 8-15 regarding the preservation of wildlife habitat areas.

The DEIR is incorrect in characterizing the fragmentation of annual grasslands as a significant impact. Although roads and bridges in areas of residential and commercial development are partial obstructions to terrestrial wildlife movement, they do not prevent wildlife movement between areas for most species. Moreover, the bridges will be designed to ensure that wildlife movement beneath them is possible. Finally, we do not agree that the linear open space corridors are unduly "narrow." Those corridors should be sufficiently wide for any wildlife species to pass through without disturbance. Thus, the DEIR should be corrected to reflect that open space areas will not be fragmented and will not be isolated from general wildlife movement.

2. Purchase of a Conservation Easement to Mitigate Habitat Fragmentation. In order to mitigate the fragmentation of annual grasslands, the DEIR states (Page 11-39) that the project proponents should purchase or acquire a conservation easement, or otherwise protect from development, the property or properties adjacent to the planning area located west of the existing homes along Tassajara Road.

7
(cont.)

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This mitigation measure is unnecessary. As noted above, implementing the Project would not result in fragmentation of habitat in the planning area due to loss of annual grasslands. Moreover, even assuming such fragmentation would occur, it is inappropriate to require the project proponents to bear the responsibility for maintaining the Tassajara Valley in its undeveloped state. The planning efforts underway for Tassajara Valley are a more appropriate means of addressing the issue of open space and habitat preservation in that area. If development plans ultimately are approved for the Tassajara Valley, an appropriate set-aside for such purposes should be considered at that time. If development plans are not approved, then no open space set-aside is necessary.

3. LSA Comments. We understand that Malcolm Sproul of LSA will be submitting comments on the DEIR. We are in agreement with those comments, and hereby incorporate them by reference.

D. PUBLIC SERVICES AND UTILITIES

1. CHP Patrol Positions. We disagree with the DEIR's conclusion that because traffic-related law enforcement is a legal responsibility of CHP, a state agency, no mitigation may be possible. Mitigation is possible, but perhaps not by the County itself.

We would note that, although it may be impossible for the County to guarantee that additional CHP officers will be available, other measures are possible. For example, the County could take steps to ensure that the capital and operational costs of two additional County sheriff patrol positions would be funded if CHP officers prove to be unavailable.

E. SOILS AND GEOLOGY

1. Earthworks Estimates. Table 9-1 (Page 9-5) and Figures 9-5 and 9-6 of the DEIR set forth excavation and fill volumes projected for the Project. The DEIR should indicate that these volumes are approximate. Given the current level of design accuracy, all volumes in Table 9-1 and Figures 9-5 and 9-6 should be rounded to the nearest 1 million cubic yards, and the table and figures should be revised accordingly.

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2. Surface Ruptures. The DEIR (Page 9-9) states that no active or potentially active faults have been mapped in the planning area and, therefore, the risk of surface rupture in the planning area is "unlikely." We recommend that this statement be changed to state that risk of surface ruptures is "negligible."

3. Liquefaction. Mitigation Measure 9.6 (Page 9-23) states that project proponents should prepare a detailed geotechnical report to evaluate that hazard of liquefaction, and if liquefiable soils are present, "the report should identify measures to prevent liquefaction." We recommend this sentence be modified to read "the report should identify measures to minimize the effects of liquefaction."

4. General. We note that the last paragraph in the soils and geology chapter (Page 9-29) identifies a mitigation measure that does not appear to address any of the specific environmental impacts identified in that section. The DEIR should clarify which impacts this mitigation measure is meant to address.

F. VISUAL QUALITY

1. General Assumptions. The DEIR's visual quality discussion improperly assumes that visual changes potentially yielded by the Project are necessarily significant environmental effects. According to the CEQA Guidelines, the term "significant effect on the environment" means a "substantial or potentially substantial adverse change" in any of the physical conditions within the area affected by the Project. 14 C.C.R. § 15382 (emphasis added). The DEIR, however, assumes that all visual impacts will be adverse, despite the fact that the Draft Specific Plan will ensure that the Project is developed in an aesthetically pleasing manner. Thus, while the Project will create visual changes in the Dougherty Valley landscape, these changes are not necessarily substantially adverse.

2. Reduction in Visually Prominent Open Space. The DEIR identifies as a significant impact from the Project a 45% reduction in "visually prominent open space." The DEIR states that the Project will result in substantial and negative fragmentation and permanent loss of open space. This analysis fails to recognize that the Specific Plan specifically preserves any open space in the Planning Area that might be "visually prominent," and provides that

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development will occur only in a manner that minimizes visual impacts on significant ridges and hillsides. Moreover, open space will not be "fragmented." For example, the Project is designed so that residential units will not be visible from I-680.

G. ALTERNATIVES

1. **Satisfaction of Project Objectives.** The DEIR analyzes five alternatives to the Project: (i) No Project; (ii) Lower Density Alternative; (iii) Moderate Density Alternative; (iv) Concentrated Development Alternative; and (v) Offsite Alternative. The DEIR (Page 16-1) states that "[a]ll of the alternatives would generally attain the Project Objectives listed in the project description, but to varying degrees." This statement suggests that each alternative would satisfy, to some extent, each of the Project Objectives. We do not agree.

First, the No Project Alternative would attain few, if any, of the Project Objectives. Second, none of the other alternatives would satisfy all of the Project Objectives. The Project Objectives are listed in the DEIR's Project Description (Page 3-6).

Under the Lower Density Alternative and the Moderate Density Alternative, Project Objectives for providing needed housing in a suitable location, including up to 2,750 affordable homes (Pages 3-6 and 3-7), would not be achieved. As the DEIR notes (Page 16-6), the Lower Density Alternative would reduce housing units and density 52% compared to the Project. Thus, the Lower Density Alternative would provide significantly less affordable housing than the Project and would provide little of the housing needed to balance the regional jobs/housing ratio. Similarly, the Moderate Density Alternative would reduce housing units by 14% compared to the Project, thereby providing less affordable housing and contributing less towards achieving a jobs/housing balance.

We agree with the DEIR's conclusion that the physical impacts of the Concentrated Development Alternative are only incrementally less significant than those of the Project, and that these reduced impacts would be outweighed by the fiscal and other societal benefits of the Project (Page 16-16). The Concentrated Development Alternative also would fail to attain the Project Objective providing for "a

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well-designed community that integrates in scale and form a mix of uses and offers a desirable way of life." (Page 3-7)

As noted in the DEIR (Page 16-16), the Project would provide visual and aesthetic benefits that the Concentrated Development Alternative would not. For example, the Project's less dense and more varied residential patterns would provide significant visual and aesthetic benefits not associated with the Concentrated Development Alternative. Similarly, the less dense residential patterns of the Project would allow for a more diverse range of housing choices in a wider range of physical settings, thereby offering a more livable environment than the Concentrated Development Alternative. Finally, the Concentrated Development Alternative would fail to fulfill numerous goals and policies set forth in the Specific Plan. These include land use and community design goals for creating attractive, well-defined neighborhoods and for creating diverse lifestyle opportunities and a strong sense of community for residents and visitors to the Dougherty Valley.

3. **Moderate Density Alternative: Land Use.** The DEIR states (Page 16-8) that the "physical area of urbanization" would be the same for the Moderate Density Alternative as for the Project. However, the DEIR's discussion of the Moderate Density Alternative states that "the land use compatibility impacts of the Project would be substantially mitigated by this alternative." As noted above, we do not agree that the Project will be incompatible with surrounding land uses.

4. **Concentrated Development Alternative:** Internally Inconsistent. On Page 16-12 the DEIR makes a general statement that the Concentrated Development Alternative would have less significant impacts than the Project with respect to land use, cultural and historical resources, and aesthetics and visual quality. This contradicts the conclusions reached in the DEIR's analysis that the Concentrated Development Alternative would have essentially the same impacts as the Project. (See Land Use, Page 16-13; Cultural Resources, Page 16-15; Aesthetics and

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Visual Quality, Page 16-16). The DEIR's statement on
Page 16-12 should be revised accordingly.

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(cont.)

. . .
Thank you for the opportunity to comment on the
DEIR. We look forward to continued cooperation with the
County in addressing the planning and environmental issues
facing the Dougherty Valley.

Sincerely,


R. Clark Morrison

cc: Darryl A. Foreman
David A. Gold, Esq.

- 38-1 Comment noted.
- 38-2 Comment noted. Additional information about DSRSD and Zone 7 has been incorporated into the EIR according to Comment 19-45 and is shown in the Errata.
- 38-3 Comment noted. Refer to Comments 19-12, 19-14, and 5-17.
- 38-4 Regardless of the amount of project mitigation to reduce the incompatibilities, there remain significant land use differences with surrounding area. No change to the Final EIR is required.
- 38-5 Comment noted. Introduction of a high-speed roadway disrupts animal and agricultural movement between grazing areas to the north and south. This is still considered incompatible but can be overcome. No change to the Final EIR is required.
- 38-6 The categories of "no project", "project", and "regional" mitigation measures are a useful approach to evaluating direct impacts associated with the project in the abstract; however, as the Draft EIR indicates, the project's need to share infrastructure that will be needed in the "no project" condition does not remove the obligation to pay a "fair share" of the costs for the needed infrastructure. This "fair-share" approach to provision of infrastructure is expected to be implemented on the regional level by a regional impact mitigation fee for all development. This approach should ensure a fair allocation of costs to all new development. See Appendix D for further discussion. The Draft EIR is considered adequate for its purposes. No change to the Final EIR is required.
- 38-7 Comment noted. See response to Comment 38-6.
- 38-8 Refer to comment 46-8.
- 38-9 Refer to comment 46-8.
- 38-10 Comment noted. Refer to response to comment letter 46.
- 38-11 Please refer to response to comment 5-27. No changes to the Final EIR are required.
- 38-12 Table 9-1 notes that all volumes are approximate and have been rounded. Reference to the table on page 9-4 indicates that the cut-and-fill volumes are approximate and based on preliminary grading estimates. The Draft EIR clearly indicates that these figures are approximate. There is no need to round these figures to the nearest 1 million cubic yards to further generalize them.
- 38-13 The word *negligible* is not used because it implies that surface rupture would not occur; there is no credible scientific data to indicate this. Therefore, the impact is still considered unlikely, and no changes to the Final EIR are required.

- 38-14 The EIR is amended as indicated in the comment letter and as noted in the Errata.
- 38-15 Please refer to response to comment 37-118.
- 38-16 The "Visual Quality" chapter uses established procedures and guidelines in the description and analysis of visual resources and impacts. Refer to the "Methodology and Significance Criteria" section beginning on page 15-11, for a discussion of these elements. Significance criteria clearly state that impacts are significant if a project element would substantially and negatively affect the area's visual resources. The Draft EIR does not assume that all visual impacts will be adverse. However, a number of adverse negative impacts have been identified as significant. Mitigation measures are required to minimize significant visual impacts to less-than-significant levels where these impacts are avoidable.
- 38-17 Ridges and hillsides are not the only visually prominent, important, and sensitive areas in the study area. As explained in the Draft EIR, the project would negatively affect the continuity of open space and produce permanent loss of open space in the project area. Some views of open space in the project area would be fragmented and obscured by the extent of buildings, roads, infrastructure facilities and other structures, and alterations to the landscape. Numerous views of the project would be possible from important areas other than I-680. No changes to the Final EIR are required.
- 38-18 Comment noted. Analysis of the No Project Alternative is required by CEQA. In addition, analysis of the other alternatives is required "even if doing so would impede to some degree the attainment of the project objectives, or would be more costly" (Draft EIR page 16-1 and Guidelines Section 15126d).
- 38-19 Comment noted.
- 38-20 Comment noted.
- 38-21 Comment noted.
- 38-22 Comment noted.
- 38-23 Although the Draft EIR states that types of land use, cultural and historical resources, and aesthetics and visual quality impacts would be "essentially the same" for both alternatives, the incrementally reduced extent of the Concentrated Development Alternative supports the conclusion that it would have incrementally less significant impacts than the project. No change to the Draft EIR is required.
- 38-49 See response to Comment 5-90. See also response to Comments 5-1, 5-2, 5-7, 5-9, 7-17, 26-2, 35-1, and 35-5.

Tassajara Valley Property Owners Association, Inc.

4510 Camino Tassajara
P.O. Box 1083
Danville, CA 94526

RECEIVED

ACCEPT

August 4, 1992

HAND DELIVERED

James W. Cutler
Assistant Director
Comprehensive Planning
Community Development Department
Contra Costa County
Fourth Floor, No. Wing
651 Pine Street
Martinez, CA 94553-0095

Re: Comments on Draft Environmental Impact
Report for the Dougherty Valley General Plan
Amendment, Specific Plan, and Related Actions

Dear Jim:

On behalf of the Tassajara Valley Property Owners Association ("TVPOA"), please accept this letter as our written comments on the Draft Environmental Impact Report ("Draft EIR") prepared for the proposed Dougherty Valley General Plan Amendment and Specific Plan.

STATUS OF DEVELOPMENT PLANS IN TASSAJARA VALLEY

Although the County is intimately familiar with development plans for Tassajara Valley, I will summarize them here for the record. The Tassajara Valley is immediately east and northeast of the Dougherty Valley Planning Area and generally includes the unincorporated area along Camino Tassajara Road east of Blackhawk and continuing south to the Alameda County line. The Tassajara Valley is within the County's Urban Limit Line as designated in the 1990-2005 County General Plan.

On August 13, 1991, the County Board of Supervisors authorized County staff to proceed with a general plan amendment and rezoning study for the Tassajara Valley Area including property owned by TVPOA members. TVPOA has formally applied to the County for a general plan amendment with respect to their properties. A rezoning application, a preliminary development plan, and a planned unit development package is in process. Current plans call for up

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to 6,000 dwelling units for the planning area. We anticipate a draft EIR for the project will be released in 1993. Copies of the authorization resolution, the TVPOA application, and three maps submitted as part of the application (Regional Jurisdiction Context, Regional Land-Use Context, and Conceptual Land-Use Plan) are attached as part of this comment. The other maps submitted to the County are incorporated by reference.

COMMENTS ON THE DRAFT DOUGHERTY VALLEY EIR

1. Preliminary Comment

Generally, Dougherty and Tassajara Valleys share a common location in the County, a common need for expansion of public services and utilities, and a common time frame for development. Because of these common traits, the County should require the developments to coordinate expansion of public services and facilities. There should also be coordination with the City of Dublin and County of Alameda in their ongoing East Dublin Specific Plan study.

2. Circulation

A. Cumulative Traffic Impacts

The Draft EIR's Circulation Chapter (Ch. 6) represents a comprehensive analysis of cumulative traffic impacts caused by probable development of nearby projects. The analysis provides a good foundation for designing road improvements to handle the increased traffic volumes.

The Draft EIR assumes development in Tassajara Valley for purposes of reviewing cumulative traffic impacts and assigns 2,507 households in 2010 (the table identifies Dougherty Valley with 11,000 occupied units by 2010) and 4,344 households at buildout for the area. (Page 6-16, Table 6-3, ~~see~~ Appendix D-1, page 20-22.) Of course, no final decisions have been made regarding development in Tassajara Valley, but both the timing of Tassajara Valley development and the total number of units may be different than the assumptions in the Draft EIR.

Specifically, the County should update the traffic projections in the Final EIR to reflect current projections for total buildout and timing of development in Tassajara Valley. It would seem the same time frame development of for the entire Dougherty Valley at 11,000 units be used for development of the Tassajara Valley of 6,000 units. Such an update may require modifications to cumulative traffic analysis in those areas most impacted by trips generated by Tassajara Valley development, i.e. Tassajara Road in Alameda County and the Blackhawk Road/Camino Tassajara intersection.

B. Southbound Alternative for Windemere Parkway Extension

The circulation impacts in Dougherty Valley vary for the Shapell and Windemere properties. The Shapell property provides relatively direct access to I-680 via Bollinger Canyon Road and Crow Canyon Road, and to I-580 via Dougherty Road southbound. The Windemere property, on the other hand, has no direct access to either I-680 or I-580, and development there will be directed to the same roads used by Shapell development.

To help solve this problem, Windemere Parkway is extended from the Windemere property to Camino Tassajara Road to the east. This route will provide a primary, yet indirect, access to I-580 via Tassajara Road, but will also increase the volume of traffic on Tassajara Road and at the I-580 interchange almost to a breaking point assuming development in Tassajara Valley and East Dublin.

It would seem that a more natural access would be to extend Windemere Parkway south to provide a direct access to the new I-580/Hacienda Drive interchange. This change would provide direct access routes to I-580 for each development area, i.e. Shapell (Dougherty Road), Windemere (Hacienda Drive), and Tassajara Valley (Tassajara Road), and thus, would balance the traffic loads at the I-580 interchanges. Also, the southbound alternative provides a direct link for the entire Dougherty Valley to the following: 1) the new BART station planned near Hacienda Drive and I-580 (see Figure 3-19); 2) the heart of Hacienda Business Park in Pleasanton, and 3) a new business park planned for East Dublin north of Hacienda Drive (see Figure 3-19). This alternative could lessen the traffic impacts to the Tassajara Road/I-580 interchange area. Therefore, as a planning and circulation matter, changing the alignment for the Windemere Parkway extension to connect to Hacienda Drive is preferable to directing traffic onto Camino Tassajara Road. That alternative should be further reviewed in the EIR.

It should also be noted that Camino Tassajara Road is a Route of Regional Significance for which the Southwest Area Transportation Committee (SWAT) is designing an Action Plan under the 1988 Measure C Growth Management Program. Camino Tassajara Road is designated a Regional Route because traffic from the eastern Danville and Blackhawk area can utilize Camino Tassajara Road to reach I-580 eastbound. Extending Windemere Parkway to Camino Tassajara will impact this Regional Route. A better alternative is to direct Windemere Parkway southbound to provide a separate link to reach I-580 eastbound, which should be further studied.

A southbound extension of Windemere Parkway does not eliminate the need for a link to Tassajara Valley. Rather, the problem with the current design is that traffic from the Windemere property destined for I-580 is diverted through Tassajara Valley when a more direct route might be available. The purpose of connecting

Dougherty Valley to Tassajara Valley would be to improve the circulation of local traffic between the two areas. A natural location for such a connection would be almost a mile north of the proposed Windemere Parkway near the wide turn in East Branch Road where the Windemere property juts east to form a point. (See Figures 3-6, 3-7, and 3-8; see also Appendix D-1, page 51; see attached Regional Land-Use Context and Conceptual Land-Use Plan maps.) Their alignment should be further studied. In a later comment, we will show that a southbound alignment for Windemere Parkway combined with the just noted local connection also makes better sense from a biological standpoint.

C. Other Alternative Road Alignments

Dougherty Valley's internal circulation system should be further studied to provide better ties to adjacent arterials. For example, a better linkage to Camino Tassajara at the north end of the Windemere property would be helpful for general circulation and access to schools. Under the present plan, all traffic heading north out of Dougherty Valley must travel on Crow Canyon Road to Camino Tassajara (see Figure 6-1). Is it possible to utilize the Lawrence Road corridor as an additional access to Dougherty Valley from the north, and thus, provide a more direct route for trips originating from the Windemere property? (See Figures 3-6, 3-7, 3-8, and 6-1). How would a Lawrence Road link change the mitigations suggested for the intersection of Camino Tassajara and Crow Canyon Roads?

Also, some consideration might be given to utilizing the PG&E right-of-way through San Ramon to access I-680. Is this feasible? Would an arterial along this corridor mitigate project impacts on Bollinger Canyon? Could this corridor provide a better alternative for light rail to reach Dougherty Valley given the constraints with Bollinger Canyon Road east of Alcosta Boulevard?

D. Coordinated Sub-Regional Transit Plan

The Draft EIR suggests that the project proponents, as a mitigation, be required to coordinate with local transit providers to implement transit service on an "as needed" basis (see page 6-38, mitigation measure 6.3). We would suggest that the project proponents be required to cooperate with adjacent property owners (TVPOA and East Dublin) as well as adjacent business parks (Hacienda and Bishop Ranch) and the nearby regional shopping mall (Stoneridge) to explore the feasibility of a sub-regional transit system to serve the area. This effort should be done in cooperation with Central Contra Costa Transit Authority, Livermore-Amador Valley Transit Authority, and BART.

E. Other Comments

The trip generation table (Table 6-5) assigns eight percent of the trips to Pleasanton and five percent to Danville.

Pleasanton's major employment center and regional shopping mall would suggest a higher percentage of trips to Pleasanton and a lower percentage to Danville. A modification to these figures might reflect fewer trips to Danville and fewer impacts there.

Consideration might be given to the development of so called "smart houses" in the study area to facilitate at-home and/or neighborhood telecommuting. The concept could be evaluated to determine the potential to reduce peak hour and/or total ADT.

The Final EIR should point out the similarities and differences of the Draft EIR land use assumptions and trip distribution model with regional traffic models developed by the Contra Costa Transportation Authority, the Tri-Valley Transportation Council, and the Alameda Congestion Management Agency if available.

2. Biological Impacts

A. Conservation Easement in Tassajara Valley to Mitigate Fragmented Habitat and Loss of Grasslands

The Draft EIR proposes to mitigate fragmentation of habitat and loss of grasslands by purchasing a conservation easement over adjacent property in Tassajara Valley. (See Mitigation Measure 11.2, pages 11-39, 11-51, 11-56, and 11-59.) Much of the adjacent property is owned by TVPOA members and those properties are simply not available for mitigating Dougherty Valley's on-site biological impacts. The proposed off-site mitigation area is an integrated part of TVPOA's open space and biological impacts mitigation plan. Although the current Tassajara Valley planning process may indeed preserve the subject lands, the purpose will be to maintain wildlife corridors in conjunction with new development in Tassajara Valley.

We recommend that the proposed mitigation measure be changed to remove the need to purchase a conservation easement. Instead, the County should be required to plan the area in Tassajara Valley to maximize the habitat potential of the area between Dougherty and Tassajara Valleys. Proper planning of the Tassajara Valley side of the ridge will actually improve the habitat value of the Dougherty Valley side to a greater extent than possible by planning one area or the other alone.

B. Alternative Connection to Tassajara Valley May Enhance the Wildlife Corridor on the East Side of the Dougherty Valley Planning Area

The current Tassajara Valley planning intends to maintain on-site wildlife corridors, both north-south and east-west. The proposed alignment of Windemere Parkway to Camino Tassajara Road may hinder a north-south wildlife corridor even with the proposed mitigations (pages 11-56 to 11-59). It is not clear that the

proposed alignment will lend itself to effective wildlife undercrossings using culverts and fences (Mitigation Measures 11.26 and 11.27, page 11-58). As a result, numerous wildlife could be lost on the road which could lessen the value of the wildlife corridor between the Tassajara Creek Park/Camp Parks area and the Hidden Valley open space in the northeast Dougherty Valley Planning Area. This impact should be further studied.

As an alternative mitigation to the Windemere Parkway alignment, the Final EIR should include a connection of East Branch Road from its most northeast point to Tassajara Valley through the point where the Windemere property juts to the east. (See attached Regional Land-Use Context and Conceptual Land-Use Plan maps). On the Tassajara Valley side, this alignment provides a straight connection to Camino Tassajara Road down a small valley. The current development plans on the Dougherty Valley side and similar plans on the Tassajara Valley side tend to pinch together at this point. This pinching of homes could create a better wildlife corridor by naturally funnelling wildlife toward carefully designed road undercrossings. Thus, we believe this road alignment to connect with Tassajara Valley would be an improvement over the proposed Windemere Parkway Extension. This alignment should be further studied.

Other wildlife corridor improvements could be implemented along with elimination of the proposed Windemere Parkway extension to Camino Tassajara Road. The East Branch Road intersection with Windemere Parkway could be moved west to provide more open space for a wildlife corridor along the ridge. When combined with planned open space in adjacent Tassajara Valley, such a modification might provide a larger wildlife corridor between Tassajara Creek Park/Camp Parks and Hidden Valley. Additionally, a westward shift of the East Branch/Windemere Parkway intersection would probably correspond to the suggested southbound Windemere Parkway alternative.

C. Other Comments

The proposed Windemere Parkway extension to Camino Tassajara necessarily crosses Tassajara Creek, an important biological resource in Tassajara Valley. The Draft EIR leaves open the possibility that culverts will be used to cross Tassajara Creek (pages 11-56 to 11-59, Mitigation Measures 11.21 and 11.22). The culvert alternative should be eliminated in the Final EIR because it will destroy 300 feet of the creek and will substantially reduce the effectiveness of Tassajara Creek as a wildlife corridor. Instead, the bridge alternative should be mandated and great care should be given to maintaining the creek in its natural state.

The Draft EIR mitigates grading and potential erosion by calling for revegetation with native vegetation or revegetation with annual grasses and native forbs (Mitigation Measures 11.25, 15.4, 15.18, and 15.23). We suggest expansion of this mitigation

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in the Final EIR by requiring verification of physical and biological feasibility of planting locations, including topography, aspect, soils, hydrologic condition, and potential competition. Also, the native plants should be local to Contra Costa County and the plant communities of Dougherty Valley.

The Draft EIR proposes drought-tolerant, low-water-use plants species for landscaped areas (see Mitigation Measure 5.10, page 5-44). Because many drought-tolerant plants are extremely invasive and are able to out compete native plants, these species threaten wildlife habitat. This could affect wildlife management activities contemplated by TVPOA for the Tassajara Valley. Therefore, a list of prohibited species for all landscaping in the entire Dougherty Valley is recommended (see attached list).

Grazing management (Mitigation Measure 11.1) should incorporate, to the extent feasible, the Wildland Management Policies and Guidelines report prepared for East Bay Regional Park District. A similar management program is contemplated by TVPOA for the Tassajara Valley. This document is considered state-of-the-art for grazing management in California.

2. Expansion of Public Services and Coordination With Development in Tassajara Valley

Generally, Dougherty and Tassajara Valleys share a common location in the County, a common need for expansion of public services and utilities, and a common time frame for development. Because of these common traits, the Final EIR mitigation measures should require the Dougherty Valley project proponents to coordinate infrastructure and service improvements with development of Tassajara Valley, and vice versa. To a reasonable extent, development of East Dublin should also be taken into consideration too. The key point at this early stage of the development process is to set up a system designed to avoid redundant planning and overlapping projects. The Draft EIR implies the need for this coordination at a number of points, but the matter should be expressly stated as a mitigation measure.

The need for coordination is especially important for sewer, water, and reclaimed water infrastructure because it may be desirable to plan expansion of facilities and extension of lines to accommodate both projects. The Draft EIR mitigation measures imply some coordination by requiring pro-rata payment of off-site sewer, water, and reclaimed water improvements. (Mitigation Measures 5.3, 5.8, and 5.9.) As another example, the Draft EIR identifies necessary coordination issues for water pumping stations and mains depending on the timing of development of Dougherty Valley and potential development in East Dublin (page 5-41, Mitigation Measure 5.5). The Final EIR should provide this type of analysis, if available, along with general mechanisms to require coordination with, or consideration of, potential development of Tassajara Valley. In this manner, coordination promotes efficient

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infrastructure expansion, and thus, helps to minimize indirect impacts.

Similarly, and just as important, expansion of schools may be more efficiently achieved by coordination between Dougherty and Tassajara Valleys. (Mitigation Measures 5.21 and 5.22.) It may also be desirable to coordinate other public services between the two projects. For example, the need to establish and maintain a regional trail on the ridge between the two projects is perfectly suited to joint action. (Mitigation Measures 5.29, 5.30, and 5.31.) Given that these projects are in the early planning stages and that buildout is long term, establishment of an ongoing program to coordinate infrastructure could be efficiently created at this time.

4. Concluding Comments

Thank you for this opportunity to comment on a Draft EIR for what appears to be an exciting planning opportunity for the County and the San Ramon Valley. We want to ensure that potential development in Tassajara Valley takes into consideration regional concerns. Therefore, we want to work with the Dougherty Valley project proponents, County and local officials in an appropriate and cooperative manner to integrate development in Dougherty and Tassajara Valleys with the Tri-Valley subregion.

Very truly yours,

Nolan Sharp
Nolan Sharp, D.V.M.
President

NS:kh
Enclosures

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LIST OF ATTACHMENTS

1. Board of Supervisors Resolution and Exhibit
(dated August 1, 1992)
2. TVPOA General Plan Amendment Request
(Letter from Mark L. Armstrong to Harvey Bragdon
dated December 17, 1991)
3. Revised TVPOA General Plan Amendment Request
(Letter from Mark L. Armstrong to Harvey Bragdon
dated April 13, 1992)
4. Regional Jurisdiction Context Map
5. Regional Land-Use Context Map
6. Conceptual Land-Use Plan Map
7. List of Recommended Prohibited Species

TO: BOARD OF SUPERVISORS
FROM: HARVEY E. BRAGDON
DIRECTOR OF COMMUNITY DEVELOPMENT
DATE: August 1, 1991
SUBJECT: GENERAL PLAN AMENDMENT REQUEST OF THE TASSAJARA VALLEY PROPERTY OWNERS ASSOCIATION



25
Contra
Costa
County

SPECIFIC REQUEST(S) OR RECOMMENDATION(S) & BACKGROUND AND JUSTIFICATION

RECOMMENDATIONS

1. Authorize a Comprehensive General Plan Review, as requested by the Tassajara Valley Property Owners Association (TVPOA), to redesignate portions of their land from Agricultural Lands to various residential and urban designations. This request will involve the Land Use, Circulation and potentially all other mandatory elements of the County General Plan, and includes initiation of the rezoning of the area.
2. The granting authorization of this request does not imply any support for this application, but only that this item is appropriate for study.
3. By authorizing this review, staff will proceed by preparing an EIR. When the DEIR is prepared, staff will prepare a report which will be scheduled for public hearing before the appropriate County Planning Commission. Following this, the Commission will forward its recommendations to the Board for public hearing and final determination. Staff may expand the planning amendment area to provide a more logical planning boundary.

FISCAL IMPACT

The applicant shall pay an amendment fee to cover the County's costs of this study.

BACKGROUND/REASONS FOR RECOMMENDATIONS

The TVPOA have requested a General Plan amendment to modify the County General Plan from Agricultural Lands to residential and

CONTINUED ON ATTACHMENT: ☒ YES ☐ NO SIGNATURE *[Signature]*
RECOMMENDATION OF COUNTY ADMINISTRATOR ☐ APPROVE ☐ RECOMMENDATION OF BOARD COMMITTEE ☐ OTHER

SIGNATURE(S):

ACTION OF BOARD ON August 13, 1991 APPROVED AS RECOMMENDED ☒ OTHER ☐

VOTE OF SUPERVISORS

☒ UNANIMOUS (ABSENT)
AYES: _____ NOES: _____
ABSENT: _____ ABSTAIN: _____

Orig: Community Development Department
cc: Public Works
CAO
County Council

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF AN ACTION TAKEN AND ENTERED ON THE MINUTES OF THE BOARD OF SUPERVISORS ON THE DATE SHOWN.

ATTESTED August 13, 1991
PHIL BATCHELOR, CLERK OF THE BOARD OF SUPERVISORS AND COUNTY ADMINISTRATOR
BY *[Signature]*, DEPUTY

BACKGROUND/REASONS FOR RECOMMENDATIONS - Cont.

support urban land uses. Their rationale for this change is shown in Exhibit A (attached).

The TVPOA is a grouping of 32 land owners that represent in excess of 4,000 acres in the Tassajara Valley. Much of this area is within the Urban Limit Line, though the eastern perimeter of the area is outside that line (as shown on the map attached to Exhibit A).

In addition to the land use and circulation issues a plan change would also consider substantial issues on public facility and service availability and growth management issues which need to be addressed. An EIR will be required prior to consideration of this plan amendment request.

This proposal will be very controversial and will require an EIR. Authorization of a study does not imply any position on the disposition of this study.

ljwcl/cm/tassajar.bos

TASSAJARA VALLEY GENERAL PLAN AMENDMENT
AND REZONING STUDY

On April 9, 1991, the Board of Supervisors referred to the Community Development Department for a report and recommendation Agenda Item 1.57, the letter dated April 2, 1991, from Nolan Sharp, President, Tassajara Valley Property Homeowners Association, Inc. (TVPOA). That letter requested that the Board authorize the study of an Amendment to the County General Plan to provide for urban development in the Tassajara Valley area. A copy is attached.

TVPOA is comprised of 34 property owners who own a majority of the approximately 4,000 acres in the Tassajara Valley adjoining Camino Tassajara on both sides from the end of Blackhawk to the Alameda-Contra Costa County line. A copy of the map is included with the TVPOA request letter. The entire planning area is designated Agricultural Lands on the 1990-2005 Contra Costa County General Plan. The entire area is included within the Urban Limit Line. In its letter, TVPOA proposes approximately 5,000 dwelling units for the Tassajara Valley, with more than one-half of the area to be designated in open space use, consistent with the practical limitations on development within the Urban Limit Line in order to meet the County's overall 65/35 open space to urban use ratio.

Both the Dougherty Valley and the Tassajara Valley represent opportunities to provide a wide range of housing near the significant and growing employment centers in the Tri-Valley. The Board of Supervisors has already authorized a General Plan Amendment and Specific Plan study for the Dougherty Valley. The

reasons to commence that study are equally applicable to the Tassajara Valley located adjacent to and across from Blackhawk and Shadow Creek and extending along both sides of Camino Tassajara to the Alameda County line. Camino Tassajara is an arterial link between the I-580 Dublin, Livermore and Pleasanton corridor and the I-680 Central County corridor. Improvements to Camino Tassajara represent an important component to the circulation system for the entire area. Authorization of the Tassajara Valley study at this time will provide an opportunity to coordinate environmental and planning review of the Dougherty Valley and Tassajara Valley, in particular with respect to addressing off-site and regional impacts and infrastructure requirements. We believe this can be accomplished without delaying the planning process for the Dougherty Valley General Plan Amendment and Specific Plan.

In order to provide for more comprehensive planning at this time, concurrent with a General Plan Amendment study, we propose that a rezoning study of the entire Tassajara Valley to P-1 Planned Unit District (Chapter 84-66) also be undertaken. P-1 zoning will provide the opportunity to implement the policies and planning direction of the General Plan Amendment study over the long term for the Tassajara Valley, providing the County with both maximum control and flexibility.

Upon authorization of the studies, TVPOA indicated it is prepared to submit at its cost a planning proposal and project description for environmental review of a Tassajara Valley General Plan Amendment and P-1 zoning, as well as preliminary, conceptual

plans for at least a substantial portion of the area. The TVPOA planning proposal will be reviewed and approved by its membership and made available for review and input by other property owner in the Tassajara Valley prior to submittal to the County. Concurrent modifications to the underlying P-1 zoning ordinance to accommodate its use on this scale have been contemplated by and will be undertaken by the Department.

TVPOA representatives and the Community Development Department have discussed the proposed studies, their timing and financing. TVPOA is prepared to finance the entire cost of the General Plan Amendment and rezoning studies, including the cost of an EIR. The Community Development Department proposes that application fees for the studies be based on the number of acres proposed for redesignation to urban use. TVPOA proposes to designate representatives as contact persons with the County to facilitate and simplify County communications with TVPOA members throughout the General Plan and rezoning process. If General Plan Amendment and rezoning studies are authorized by the Board, then prior to formal submittal of a planning proposal by TVPOA, the Community Development Department and TVPOA will complete an agreement confirming the scope of and terms of payment for these studies. That agreement will be returned to the Board for its approval on a subsequent agenda.



TASSAJARA VALLEY PROPERTY OWNERS ASSOCIATION, INC.
GENERAL PLAN AMENDMENT STUDY AREA

LAW OFFICES OF
GAGEN, MCCOY, McMAHON & ARMSTRONG
A PROFESSIONAL CORPORATION

WILLIAM E. GAGEN, JR.
GREGORY L. MCCOY
PATRICK J. McMAHON
MARK L. ARMSTRONG
LINN A. COOMBS
STEPHEN W. THOMAS
CHARLES A. KOSS
MICHAEL J. MARKOWITZ
MICHAEL W. CARTER
RICHARD C. RAINES
VICTOR J. CONTI

270 FRONT STREET
P.O. BOX 218
DANVILLE, CALIFORNIA 94526-0218

TELEPHONE (916) 837-0588
FAX (916) 838-5985

MICHAEL P. CANDELA
KAREN MATCHE CROSBY
PATRICIA E. CURTIN
BARBARA DUVAL JEWELL
CHARLES A. KLINGE
CAROLE A. LAW
ALLAN C. MOORE
ALEXANDER L. SCHMID

December 17, 1991

Mr. Harvey Bragdon, Director
Community Development Department
651 Pine Street, 4th Floor-North Wing
Martinez, CA 94553

Re: Tassajara Valley General Plan Amendment

Dear Harvey:

Please consider this letter the formal application on behalf of Tassajara Valley Property Owners Association, Inc., for a General Plan Amendment in the Tassajara Valley. As you know, a General Plan Amendment study was authorized by the Board of Supervisors on August 13, 1991.

TVPOA, Inc., is the agent for twenty-four landowners in the Tassajara Valley. These landowners have executed an agreement, entitled the Tassajara Valley Land Use, Planning, Expense Sharing and Reimbursement Agreement, wherein they have committed funds to prepare and process a general plan amendment, rezoning and preliminary development plan and related environmental review. TVPOA, Inc., anticipates submittal of the rezoning and preliminary development plan applications in the first quarter of 1992. We would anticipate that the general plan amendment, rezoning and preliminary development plan would be studied under one environmental impact report.

The landowners who have executed the agreement and are represented by TVPOA, Inc., collectively own approximately 2114 acres. Attached is a list of the parties to the Tassajara Valley Land Use, Planning, Expense Sharing and Reimbursement Agreement who are represented by TVPOA, Inc. Also attached is a map entitled Exhibit "A" depicting within the black line boundary their properties as well as approximately 724 acres owned by persons or entities who are not represented by TVPOA, Inc., but whose properties are bound by TVPOA properties on at least two sides. The entire area proposed for general plan amendment by TVPOA, Inc., is 2838 acres.

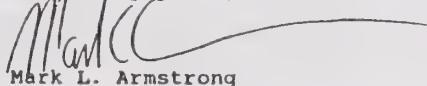
Mr. Harvey Bragdon, Director
December 17, 1991
Page 2

The County application fee to process a general plan amendment is ten thousand dollars plus one hundred dollars per acre. Enclosed please find a check from TVPOA, Inc., to cover that fee for the 2838 acres depicted on Exhibit A within the black line boundary. We recognize the need for TVPOA, Inc., to submit an application for that entire area. We understand that the County may want to include additional areas in the study. TVPOA, Inc., is prepared to work with the County in that regard.

Please consider TVPOA, Inc., as the applicant. Correspondence to TVPOA, Inc., may be directed to Tassajara Valley Property Owners Association, Inc., Attn: Jeffrey S. Leon
4 Embarcadero Center, Suite 1400, San Francisco, CA 94111, with a copy please to our office. Our office has been authorized by TVPOA, Inc., to submit this application and fee on their behalf.

Enclosed please find twelve copies of the General Plan Amendment Map and the Summary of TVPOA General Plan Amendment and Project Goals. Also enclosed please find a consultant team directory list. We look forward to working with your department in creating something special in the Tassajara Valley.

Very truly yours,



Mark L. Armstrong

**TASSAJARA VALLEY LAND USE, PLANNING, EXPENSE SHARING
AND
REIMBURSEMENT AGREEMENT**

December, 1991

GROUP A

Dorothy Anderson (1)
Cedar Valley Holding Company (5)
Corrie Development Corporation (6b)
Sidney Corrie, Jr. (6a & 6c)
Emerald Homes, a Ltd. Partnership (7)
Esther Fultz (8)
Gloria Hing (9)
Flormont California, Inc. (11a)
Meacham Corporation (11)
Frank Kordestani (12)
Debbie Pereira & John Pereira (13)
Nolan Sharp & Marian Sharp (15)
Tassajara Associates, a Ltd. Partnership (24)
Tassajara Meadows, a General Partnership (17)
Tassajara Ranches (18)
VIP Capital Group, a General Partnership (20)
Marguerite L. Wendt (21)

GROUP B

Dinesh Bajaj (2)
Wally & Rosellen Breuner (3)
Joseph & Judith Brown (4)
Barbara & Keith Ibsen (10)
Harold & Linda McClellan (22)
Diane & Roger Newland (23)
Jean & Jerry Shih (16)

MLA:kh
✓ Enclosures

cc: ✓ Members of the Board of Supervisors
(w/enclosures)

✓ Valentin Alexeeff, Director
Growth Management and Economic Agency
(w/enclosures)

✓ TVPOA, Inc.
Attn: Jeffrey S. Leon
(w/enclosures)

**SUMMARY OF TVPOA
GENERAL PLAN AMENDMENT
AND PROJECT GOALS
December 16, 1991**

Regional Context

The Tassajara Valley is entirely within the jurisdiction of Contra Costa County and within the Urban Limit Line established by the "65/35 Land Preservation Plan." As an area naturally defined by the region's topography, it is identifiable as a place distinct from the major valleys and ridge systems nearby. These include the Dougherty Valley to the south and west, the hills to the east, and the Blackhawk Ridge to the north. The Tassajara Valley's central location to many proposed developments will provide transportation linkage to surrounding future communities.

On three sides of the Tassajara Valley, major community developments in the Dougherty Valley, the north Livermore area and East Dublin are now being planned. Market and demographic forces are placing more and more development pressure on the region. The thoughtful and appropriate development proposed by the TVPOA will make the Tassajara Valley an integral part of the County.

Open Space

The project will meet the open space percentage requirements of the 65/35 Land Preservation Plan in the General Plan. The open space functions to preserve those ridges that represent the most important topographical features of the site. The ridges, with their seasonal variation, visual prominence and rural character are an important part of the region's identity, and a valuable asset in the Tassajara Valley. The open space is contiguous to off-site areas designated as open space, and will serve as a major connection to regional parks. They are also valuable as areas of habitat preservation and enhancement, recreation and visual amenity.

Parks

A community should be a collection of neighborhoods, and the Tassajara Valley's neighborhoods are oriented to and enhanced by parks. The Tassajara Valley will include a system of parks, including parks adjacent to school facilities, mini or vest-pocket parks, neighborhood parks, one community-wide park, and park/trail facilities in and adjacent to the Tassajara Creek. An internal network of trails and paths will link neighborhoods and village centers for bicycle and pedestrian movement.

Creeks

The major existing natural watercourses will be preserved and enhanced. These creeks can be beautiful public amenities as well as improved habitat for wildlife. Creek rehabilitation is an important part of the TVPOA's overall development program. The inherent recreational value of the creeks will also make them an integral part of the project's park system, and important linkages to regional trails, parks and open space.

Circulation and Transportation

The Tassajara Valley's road system will build on the existing transportation network in the region and function as a significant connection to the I-680 and 580 corridors. The regional importance of Camino Tassajara will be enhanced by road improvements undertaken by the TVPOA. The project internal road system is comprised of streets with a country road character which would be in harmony with the existing landscape and its farms and ranches. Transportation system management will be an integral part of the new community with community programs implemented to promote use of mass transit and other opportunities to limit travel by single occupancy vehicles.

Community Facilities

Community facilities for the Tassajara Valley include the development of adequate school facilities to meet the needs of Tassajara Valley families in conjunction with an overall school district facilities program, as well as a fire station, community centers, two neighborhood commercial areas, and a village center. These are the vital services and amenities of a community and will serve to benefit the region as well.

Housing

The Tassajara Valley will provide approximately five thousand residential dwellings and supporting facilities, offering a wide range of housing for both the type and cost of homes, close to jobs in the region. The Tassajara Valley housing plan will be consistent with the affordable housing policies in the County General Plan. The jobs/housing balance will be enhanced due to the proximity of housing to nearby jobs.

Growth Management

The Tassajara Valley will meet the growth management policies in the General Plan such that adequate infrastructure, including water and sewer service, is available in a timely manner as the valley develops in phases.

**TASSAJARA VALLEY PROPERTY
OWNERS ASSOCIATION**

CONSULTANT TEAM DIRECTORY

ANGUS McDONALD & ASSOCIATES

Angus McDonald
1950 Addison Street
Berkeley, CA 94704-1102
(510) 548-5831 Tel
(510) 548-7599 Fax
(Land Use Economics)

TONY DEHAESUS

2064 Brambury Road
Walnut Creek, CA 94598
(510) 934-5368 Tel
(510) 934-6528 Fax
(Gov. Relations Coordinator)

DK ASSOCIATES

Robert Duchi
Andy Palfy
1440 Maria Lane #200
Walnut Creek, CA 94596
(510) 932-6868 Tel
(510) 932-0910 Fax

ENGEO

Uri Eliahu
2280 Diamond Blvd. #200
Concord, CA 94520
(510) 687-9700 Tel
(510) 687-0126 Fax
(Geotechnical)

GATES & ASSOCIATES

David Gates
Richard Larson
2440 Tassajara Lane
Danville, CA 94526
(510) 736-8176 Tel
(510) 736-8184 Fax
(Land Planning)

FOUNDERS TITLE COMPANY

Jerry Barrow
1900 The Alameda
San Jose, CA 95126
(408) 296-4500 Tel
(408) 241-5280 Fax
(Title Consultant)

GAGEN, McCOY, McMAHON & ARMSTRONG

Mark L. Armstrong
279 Front Street
Danville, CA 94526
(510) 837-0585 Tel
(510) 838-5985 Fax
(Legal Counsel)

JEFFREY S. LEON

4 Embarcadero Center #1400
San Francisco, CA 94111
(415) 296-7600 Tel
(415) 296-9202 Fax
(Development Coordinator)

SYCAMORE ASSOCIATES

Marylee Guinon
910 Mountain View Drive
Lafayette, CA 94549
(510) 284-1766 Tel
(510) 463-3690 Fax
(Environmental)

TJKM

Chris Kensell
Carl Springer
4637 Chabot Drive #214
Pleasanton, CA 94588
(510) 463-0611 Tel
(510) 463-3690 Fax
(Traffic)

EXHIBIT A



WILLIAM E. GAGEN, JR.
GREGORY L. MCCOY
PATRICK J. MCMAHON
MARRI L. ARMSTRONG
LINN R. COOMBS
STEPHEN W. THOMAS
CHARLES A. ROSS
MICHAEL J. MARROWITZ
MICHAEL W. CARTER
RICHARD C. RAINES
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CAROLE A. LAW
ALLAN C. MOORE
ALEXANDER L. SCHMID
PATRICIA E. CURTIN
MICHAEL P. CANDELA
CHARLES A. KLINGE

LAW OFFICES OF
GAGEN, MCCOY, MCMAHON & ARMSTRONG

A PROFESSIONAL CORPORATION
878 FRONT STREET
P.O. BOX 218
DANVILLE, CALIFORNIA 94526-0218

TELEPHONE
(916) 837-0888
FAX
(916) 838-8888

April 13, 1992

Mr. Harvey Bragdon
Contra Costa County Community
Development Department
Administration Building
651 Pine Street, Fourth Floor
North Wing
Martinez, California 94553-0095

Re: Tassajara Valley General Plan Amendment

Dear Harvey:

As you know, on December 17, 1991, the Tassajara Valley Property Owners Association, Inc. submitted an application for a General Plan Amendment for the Tassajara Valley. Submittal of that application was consistent with the authorization for a General Plan Amendment study by the Board of Supervisors on August 13, 1991.

As we have discussed previously, since the time the application was submitted, the planning consultants for the TVPOA have undertaken additional studies analyzing the land use constraints and opportunities in the Tassajara Valley. Based on that analysis, an updated, refined conceptual land use plan has been prepared. That plan has been reviewed and approved by the TVPOA membership.

At our meeting with Val Alexeeff, Jim Cutler and you on April 3, 1992, we reviewed the opportunities and constraints maps and a draft version of the conceptual land use plan that had been prepared by DK Associates and David L. Gates & Associates. You indicated that you would like to have copies of that material for staff review. In that way, staff will have an opportunity to comment on the plans before formal submittal of a rezoning application. Enclosed please find three sets of the opportunities and constraints maps and a brief description of each map, as well as regional land use and jurisdiction maps.

Also enclosed please find a new Conceptual Land Use Plan and a TVPOA Conceptual Land Use Plan Summary and Summary of TVPOA General Plan Amendment and Project Goals dated April 13, 1991, prepared by David L. Gates & Associates with input from the other planning

Mr. Harvey Bragdon
April 13, 1992
Page 2

consultants. Please consider the Conceptual Land Use Plan and the Summary as amendments to the General Plan Amendment application filed in December and as a replacement for the General Plan Amendment Map and Summary of TVPOA General Plan Amendment and Project Goals filed at that time. Please refer to this amended application when considering future potential uses in the Tassajara Valley in a regional context, including regional transportation planning and the County's review of the Dougherty Valley Specific Plan. The amended application is a refinement of the earlier drafts that representatives of TVPOA have reviewed with your staff over the last few months.

I understand that a meeting has been set for April 24, 1992, at 10:00 a.m. for TVPOA representatives to meet with Val Alexeeff and you (Jim Cutler will be out of the office) to review the constraints and opportunities maps and the amended General Plan Amendment application, including the updated Conceptual Land Use Plan and the Summary. Hopefully, by providing you with these maps at this time, there will be an opportunity for your staff to review them and provide us with input at that April 24 meeting. Thank you for your assistance. If you have any questions or comments, please feel free to give me a call.

For your convenience, enclosed with this letter the three sets include both full size maps and colored, reduced maps. A list of the enclosures is attached to this letter. If you require any additional copies, then please give us a call.

Very truly yours,


Mark L. Armstrong

MLA:kh
Enclosures (3 sets)

cc: Mr. Valentin Alexeeff, Director
Growth Management and Economic Agency
(w/out enclosures)

Mr. Jim Cutler, Assistant Director
Comprehensive Planning
(w/out enclosures)

TVPOA, Inc.
Attn: Jeffrey S. Leon
(w/out enclosures)

Mr. Harvey Bragdon
 April 13, 1992
 Page 3

ENCLOSURES

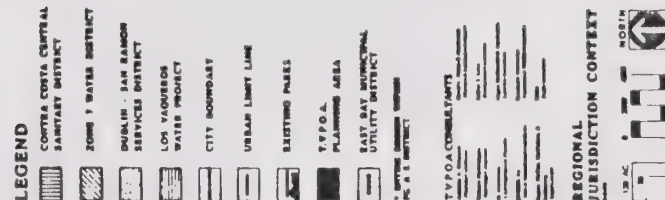
Drawings:

- | | | |
|------|------------------------------------|-------------|
| •1. | Conceptual Land-Use Plan | (Blue-line) |
| •2. | Conceptual Land-Use Plan | (Colored) |
| •3. | Regional Jurisdiction Context Plan | (Blue-line) |
| •4. | Regional Jurisdiction Context Plan | (Colored) |
| •5. | Regional Land-Use Context Plan | (Blue-line) |
| •6. | Regional Land-Use Context Plan | (Colored) |
| •7. | Easement Map Plan | (Blue-line) |
| •8. | Site Geology Plan | (Blue-line) |
| •9. | 26 $\frac{1}{2}$ Slope Study Plan | (Blue-line) |
| •10. | Topographic Features Plan | (Blue-line) |
| •11. | Sanitary Sewerage Area Plan | (Blue-line) |
| •12. | FEMA 100 Year Flood Boundary Plan | (Blue-line) |
| •13. | Water Pressure Zones Plan | (Blue-line) |
| •14. | Zoning and Williamson Act Map Plan | (Blue-line) |
| •15. | Topographic Plan | (Blue-line) |
| •16. | Wildlife Resources Plan | (Blue-line) |
| •17. | Visual Analysis Plan | (Blue-line) |

Reduced Drawings:

- | | |
|------|--|
| •18. | Regional Land-Use Context |
| •19. | Easement Map |
| •20. | Site Geology |
| •21. | 26 $\frac{1}{2}$ Slope Study |
| •22. | Topographic Features |
| •23. | Sanitary Sewerage Areas |
| •24. | FEMA 100 Year Flood Boundary |
| •25. | Water Pressure Zones |
| •26. | Zoning and Williamson Act Map |
| •27. | Topographic Plan |
| •28. | Significant Wildlife Vegetation Resources |
| •29. | Jurisdictional Wetlands & Waters of the U.S. |
| •30. | Visual Analysis |

TASSAJARA
 VALLEY
 A PROJECT OF TYPDA
 CONTRA COSTA COUNTY, CA





TASSAJARA VALLEY

A PROJECT OF T.V.P.O.A.
CONTRA COSTA COUNTY, CA

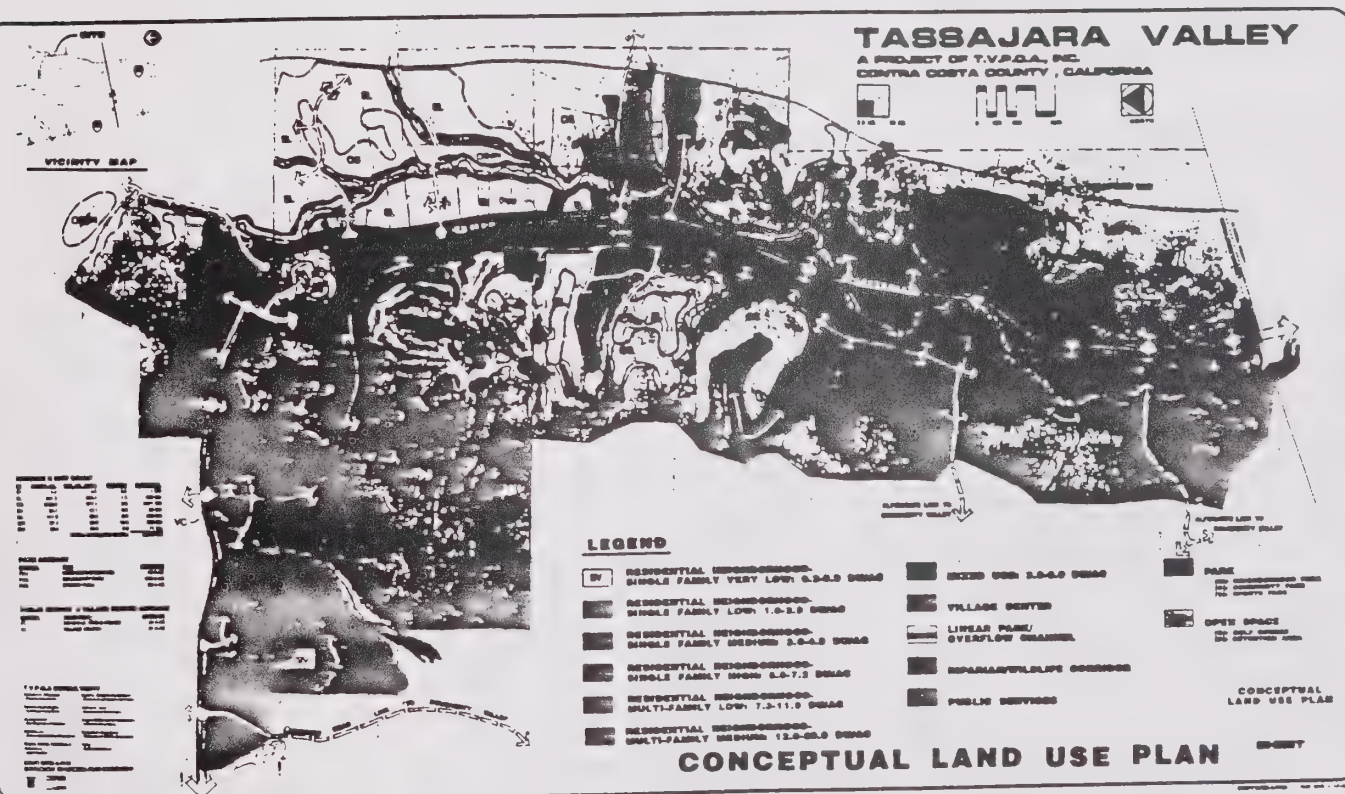
LEGEND

- CO COMMERCIAL
- SP SINGLE FAMILY RESIDENTIAL MEDIUM (3.0-4.9)
- DE OPEN SPACE (T.V.P.O.A.)
- PROPOSED MAJOR ROADWAYS
- CR&E
- EXISTING DEVELOPMENT (SINCE 1959)
- PROPOSED DEVELOPMENT
- A UNIVERSITY VALLEY CAMPUS AREA 1400 STUDENT BEDS
- B EASTERN SAN GABRIEL MOUNTAIN PLANTATION 1400 STUDENT BEDS
- C WESTERN SAN GABRIEL MOUNTAIN PLANTATION 1400 STUDENT BEDS
- D EASTERN SAN GABRIEL MOUNTAIN PLANTATION 1400 STUDENT BEDS
- E NORTH LIVERMORE 1400 STUDENT BEDS

BARCELONA 1400 STUDENT BEDS
SOUTH 1400 STUDENT BEDS
SOUTH 1400 STUDENT BEDS
SOUTH 1400 STUDENT BEDS

T.V.P.O.A. CONSULTANTS
ARCHITECT: [Name]
ENGINEER: [Name]
LANDSCAPE ARCHITECT: [Name]
PLANNING: [Name]
SOCIAL SCIENTIST: [Name]
ECONOMIST: [Name]
HISTORIC PRESERVATION: [Name]
PARK: [Name]
OPEN SPACE: [Name]
PUBLIC SERVICES: [Name]

REGIONAL LAND-USE CONTEXT



TASSAJARA VALLEY

A PROJECT OF T.V.P.O.A., INC.
CONTRA COSTA COUNTY, CALIFORNIA

1:25,000
1:25,000
1:25,000

LEGEND

- RESIDENTIAL MEDIUM-DENSITY SINGLE FAMILY VERY LOW 0.5-0.9 DENS
- RESIDENTIAL MEDIUM-DENSITY SINGLE FAMILY LOW 1.0-2.9 DENS
- RESIDENTIAL MEDIUM-DENSITY SINGLE FAMILY MEDIUM 3.0-4.9 DENS
- RESIDENTIAL MEDIUM-DENSITY SINGLE FAMILY HIGH 5.0-7.9 DENS
- RESIDENTIAL MEDIUM-DENSITY MULTI-FAMILY LOW 7.0-11.9 DENS
- RESIDENTIAL MEDIUM-DENSITY MULTI-FAMILY MEDIUM 12.0-20.9 DENS
- RECREATION 0.5-0.9 DENS
- VILLAGE CENTER
- LINEAR PARK/OVERFLOW CHANNEL
- RECREATION/VILLAGE CENTER
- PUBLIC SERVICES
- PARK
- OPEN SPACE

CONCEPTUAL LAND USE PLAN

0-1000

LIST OF RECOMMENDED PROHIBITED SPECIES

COMMON NAME

Acacia	German Ivy
Algerian Ivy	Gorse
Bamboo	Ice Plant
Mattress Vine	Pampas Grass
Black Locust	Periwinkle
Blue Gum Eucalyptus	Pyracantha
Castor Bean	Scotch Broom
Cotoncaster	Spanish Broom
English Ivy	Tamarisk
French Broom	Tree of Heaven
Fountain Grass	Tree Tobacco
Giant Reed	

- 39-1 Comment noted. This comment does not address the adequacy of the Draft EIR.
- 39-2 Comment noted. The updated development program for the Tassajara Valley can be covered in the subsequent environmental reviews for the project.
- 39-3 Refer to response to Comment 39-2.
- 39-4 Comment noted.
- 39-5 Comment noted. Refer to response to Comment 8-27.
- 39-6 Refer to response to Comment 8-27.
- 39-7 Comment noted. An evaluation was made of the proposed new east-west collector road generally along the alignment discussed in the comment, assuming new foreseen development in the Tassajara Valley. An east-west connection may only be useful if the Tassajara Valley is developed. Also refer to response to Comment 8-27.
- 39-8 The Lawrence Road connection is inconsistent with the Danville General Plan. The PG&E right-of-way alternative is inconsistent with the San Ramon General Plan. Neither city is considering significant revisions to these portions of their General Plan. See response to Comments 6-18, 6-19, and 8-27.
- 39-9 Comment noted.
- 39-10 The traffic analysis has been redone, and changes in trip distribution are reflected in those results. Please refer to the revised Appendix E for the Final EIR and response to Comments 6-15 and 37-85.
- 39-11 Refer to response to Comment 24-1 regarding comparisons with the Tri-Valley Model.
- 39-12 Comment noted. Please refer to response to Comment 39-13.
- 39-13 The Draft EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 39-17 Comment noted. The project proponents will need to obtain a Section 404 permit, including a Section 404(b)(1) alternatives analysis from the U.S. Army Corps of Engineers (Corps) before undertaking any activities that involve the deposit of fill materials into jurisdictional waters of the United States, including wetlands. According to EPA's Section 404(b)(1) guidelines, the project proponent must demonstrate that the project is the least environmentally damaging practical alternative. Refer to response to Comment 34-17.
- 39-18 Refer to Errata for text revisions.

- 39-19 Comment noted. The Final EIR is hereby amended to include the use of "non-invasive" drought-tolerant plant species. The list provided is appreciated; however, except for fountain grass, giant reed, and pampas grass, the recommended prohibited species are not considered drought tolerant. Refer to Errata in the Final EIR.
- 39-20 Comment noted. The referenced Wildland Management Policies and Guidelines report is based on a recommendation in the U.S. Forest Service's Range Environmental Analysis Handbook. Both reports present methods that would result in similar guidelines for managing grazing intensity at the Dougherty Valley planning area.
- 39-21 Comments noted. The comment referred to below for water and wastewater service are generally applicable to the process for provision of public services for the project. Refer to response to Comments 19-5 and 19-6 and 19-15 through 19-18.
- 39-22 Please refer to response to Comment 39-21.
- 39-23 Although the County will encourage coordinated planning between Dougherty Valley and Tassajara Valley or other regional projects, coordination not tied to a specific action plan is not considered an adequate mitigation measure (CEQA Guidelines Sec. 15370). The County general plan policies include provisions to coordinate public service and utilities infrastructure planning between proposed projects in the Tri-Valley area (Draft EIR pages 5-21 to 5-31). These policies apply to park and trail systems, school expansion, and utility infrastructure.

The Draft EIR discusses cumulative public services and utilities impacts on pages 17-6 and 17-7. The EIR is amended to emphasize the County's intent for coordinated planning. Please refer to the Errata in the EIR.

Systems Applications International

101 Lucas Valley Road San Rafael, CA 94903
415-507-7100 Facsimile 415-507-7177
A Division of ICF Kaiser Engineers

via FED EX

August 3, 1992

James W. Cutler, Assistant Director,
Comprehensive Planning
Contra Costa County
Community Development Department
651 Pine Street
Martinez, CA 94553

Subject: Dougherty Valley General Plan Amendment Draft Environmental
Impact Report, County File No. 2-91-SR

Dear Mr Cutler:

We were requested by Shapell Industries to review the air quality sections of the Draft Environmental Impact Report (DEIR) for the Dougherty Valley General Plan Amendment located near Danville, California. Our special area of expertise is air quality modeling and analysis of transportation impacts. In particular, we were asked to comment on the modeling of carbon monoxide (CO) emissions. SAI has recently been selected by the National Cooperative Highway Research Program to conduct a extensive study to develop an improved computer model to predict air quality concentrations at urban and suburban intersections.

Overall, the document uses standard procedures to determine the air quality impacts associated with the Dougherty Valley project. However, these standard procedures are unduly conservative in approach, therefore impacts associated with the project are considerably overestimated. As discussed below, estimated CO concentrations have been recalculated using a more accurate persistence factor. Maximum 1-hour CO concentrations in the DEIR were based on more conservative assumptions than those used by EPA or the Bay Area Air Quality Management

James W. Cutler
August 3, 1992
Page 2

District (BAAQMD) and thus are overestimated. With mitigation, with a corrected persistence factor, and with reduction of the overly conservative 1-hour CO value, the project would not likely be predicted to exceed the state and federal CO standard.

Following are comments on the air quality analysis in the DEIR. In summary, the DEIR uses significance thresholds that are substantially lower than state or federal standards and inappropriately conservative modeling assumptions, and as a result, overestimates project impacts.

1. The Carbon Monoxide Modeling Analysis

The carbon monoxide (CO) modeling analysis contains inappropriately conservative assumptions and thus overestimates project impacts. As discussed below, if a more accurate persistence value is substituted, the project will show five, not twenty-two, exceedances of the CO standard as stated in the DEIR. These five exceedances may be eliminated if more realistic wind and stability values are used.

The CO modeling analysis combines traffic information (from the traffic analysis completed for the DEIR) with intersection geometry information to determine the worst case CO concentrations at intersections within and nearby the Dougherty Valley Project. Unrealistically conservative worst-case meteorological conditions were assumed for use in the dispersion model, CALINE4 to predict maximum 1-hour CO concentrations. In addition, these conservative conditions were extended to the 8-hour analysis since a high persistence factor (70 %) was used to determine maximum 8-hour concentrations. Thus the DEIR overpredicted CO concentrations for both the 1-hour and 8-hour averaging periods.

2
(cont.)

3

4

5

LETTER NO. 40

James W. Cutler
August 3, 1992
Page 3

Maximum 1-hour predictions

To predict the maximum 1-hour concentration, the following conservative meteorological conditions were assumed in the DEIR:

Stability Class:	G (very stable)
Wind Speed:	0.5 meters/sec
Mixing Height:	1000 meters

Stability classes, which represent atmospheric turbulence, vary from A (very unstable conditions), through D (neutral) to F (stable) and G (very stable). The most recent guideline for modeling carbon monoxide from roadway intersections released by EPA (October 1990), recommends using the following worst case meteorological conditions: stability class D, a wind speed of 1.0 m/s, and a mixing height of 1000 m for suburban areas. The Bay Area Air Quality Management District (BAAQMD) Air Quality Guidelines for Assessing Impacts of Projects and Plans (1985, revised 1991) recommends using similar worst case meteorological conditions: stability class F, and a wind speed of less than 1 m/s. Therefore, even though the recommendations from EPA and BAAQMD differ slightly, both recommendations are less conservative than those used in the DEIR.

To show how much differences in stability class and wind speed affect the modeling results, here is an example using CALINE4. The sample analysis (which is included in the CALINE4 package) for an urban intersection uses a stability class of F, and a wind speed of 1.0 to predict a 1-hour CO concentration of 13.7 ppm. If the stability class is changed to D, the 1-hour concentration drops to 12.9 ppm. However if a stability class of G is used, the 1-hour CO concentration increases to 13.9 ppm. Even more dramatically, if the wind speed is changed from 1.0 m/s to 0.5 m/s, the 1-hour concentration increases from 13.7 ppm to 19.4 ppm. This example shows that the estimated CO concentrations in the DEIR may be

James W. Cutler
August 3, 1992
Page 4

substantially over-stated, particularly if in fact that the Dougherty Valley area is generally windy.

Ideally, actual meteorological conditions would be examined to determine realistic worst case meteorological conditions. Realistically, the most stable meteorological conditions usually occur under nighttime winter skies when traffic is low. Daytime stability and winds pick up as the surface temperatures rise. As the choice of meteorological conditions is critical to the model results, realistic conditions should be used for the modeling analysis. Meteorological data from the closest monitoring station (Livermore) could be examined and incorporated in the CALINE4 modeling analysis to more accurately predict 1-hour concentrations.

Maximum 8-hour predictions

To predict 8-hour CO concentrations, the DEIR used a persistence factor approach to extrapolate the maximum 1-hour concentration to an 8-hour concentration. A persistence factor works as a multiplier which relates the two averaging periods as is shown below.

$$\text{8-hr concentration} = \text{1-hr concentration} \times \text{Persistence factor}$$

To be accurate the persistence factor should take into account the variations in meteorology (over 8-hours from the assumed worst-case 1-hour conditions and for reductions in vehicle emissions (due to lower traffic flow) from the peak hour conditions. However, since traffic data is often unavailable and highly variable (from project to project) for 8-hour traffic distributions, long-term carbon monoxide concentration data can be used to determine a site-specific persistence factor. The ratio of the 8-hour to 1-hour second annual maximum CO concentration collected at a nearby (Livermore) station for the last three years can be used to estimate 8-hour concentrations from 1-hour levels.

Shown below in Table 1 are the second-high annual maximum CO concentrations for the last five years at the Livermore station and the persistence factors determined for each year.

As can be seen in the table, the persistence factor determined using this method is 55 % in contrast to the value of 70 % using in the DEIR. With use of this lower persistence factor, 8-hour concentrations drop considerably. We recalculated the 8-hour CO concentrations using the more accurate site-specific persistence factor of 55%. Using the conservatively predicted 1-hour concentrations from project related impacts, listed in the DEIR, Table 7-3, and the 55% persistence factor, Table 2 shows predicted CO concentrations for all of the intersections that were predicted to exceed the state and federal CO standard in Table 7-3.

With the more accurate persistence factor, the 8-hour predicted CO levels in Table 2 are all below the state and federal CO standards with a single exception. If the 1-hour predicted CO concentration were recalculated based on more realistic assumptions regarding wind speed and stability, this exceedance might be eliminated.

Using the conservatively predicted 1-hour concentrations from project and cumulative impacts, listed in the DEIR, Table 7-8, and the 55% persistence factor, Table 3 of this report shows predicted CO concentrations for all of the intersections that were predicted to exceed the state and federal CO standard. The DEIR predicted state and federal exceedances of the CO standard at 22 receptors, however, using the lower persistence factor, the conservative 1-hour concentrations, and cumulative conditions, the state and federal standards are exceeded at only five receptors. The applicant has indicated that the Dougherty Valley project contains further mitigation measures reflecting the transportation

control measures proposed by BAAQMD¹ (not specifically listed in the DEIR); with inclusion of these measures, reduction of the conservative 1-hour predictions, and use of the more accurate persistence factor, these few state and federal exceedances would likely be removed.

2. Assumptions Associated with the Emission Estimates

The assumptions included in the emission estimates are unclear and may be conservative. Mobile and stationary emission estimates of reactive organic compounds (ROG), nitrogen oxides (NO_x) and particulate matter (PM₁₀) were based the model URBEMIS3 and trip generation data determined using the Trip Generation Manual. The DEIR also states that default values were used for many of the URBEMIS inputs. The DEIR does not state what default values were assumed and what trip generation data was used in the model. These values should be included in the DEIR. Trip generation values were given in Chapter 6, Circulation, however, these values were not used in the air quality analysis. The DEIR contains no explanation why the trip generation figures that the traffic consultant (TJKM) derived were not used. All of the values used in the emissions model should be clearly stated in the DEIR. The project should be credited for all of the transportation control measures incorporated in the project description (e.g. ride-sharing, vanpools, telecommute) in generating appropriate trip generation figures (i.e. vehicle miles traveled "VMT").

¹ Several planned roadway improvements and public transit with Dougherty Valley are mentioned in the DEIR. Additional transportation projects are being included by the applicant. These roadway improvements would be partially funded by the Dougherty Valley project. In addition, the coordination of public transit within a large development would aid the county in overall transit planning. The comparison of the existing project with the alternatives should consider these transit improvements to correctly evaluate the air quality impacts.

James W. Cutler
August 3, 1992
Page 7

3. Emissions Evaluation

To evaluate the emissions associated with the Dougherty Valley project, the DEIR compares the total emissions with the BAAQMD proposed NSR threshold of 1 pound per day. This is not the significance threshold used by the BAAQMD for purposes of CEQA review. The appropriate thresholds are: 550 lbs/day for CO, 150 lbs/day for NO_x, 150 lbs/day for ROG and 150 lbs/day for PM.

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In summary, I believe that the DEIR does not evaluate the project using the appropriate assumptions and comparative analyses, therefore impacts associated with the project are overestimated. The applicant has indicated that the Dougherty Valley project contains transportation control measures (not included in the DEIR); with inclusion of these measures, reduction of the conservative 1-hour predictions, and use of the lower persistence factor, the project would not be likely to cause an exceedance of the state and federal CO standards. If you have any questions regarding the review of the information contained in the Dougherty Valley General Plan Amendment Draft Environmental Impact Report, please call me at (415) 507-7154.

16

Sincerely,



Karina O'Connor,
Senior Environmental Engineer

s/c

cc: Tom Koch, Shapell
Karen Nardl, McCutchen, Doyle, Brown & Enersen
Ann Danforth, McCutchen, Doyle, Brown & Enersen

Table 1
Persistence Factors

Year	Second-high 1-hour	Concentration 8-hour	Persistence Factor
1986	10.0	4.5	0.45
1987	8.0	3.5	0.44
1988	7.0	4.1	0.59
1989	8.0	4.3	0.54
1990	8.0	4.1	0.51
Three Year Ave =			0.55

Table 2
Revised 8-Hour Concentrations from Table 7-3

Intersection	Receptor Number	1-Hour CO Level	DEIR 8-hr CO Level	New 8-hr CO Level
Tassajara Rd/I-580	4	14.7	9.1	7.79
Dougherty Rd/I-580	14	15.2	9.4	8.06
Crow Canyon Rd /Dougherty Rd	54	18.0	11.4	9.60
Crow Canyon Rd /Dougherty Rd	56	16.6	10.4	8.83
Bollinger Canyon Rd/I-680	69	14.6	9.0	7.73
Bollinger Canyon Rd/I-680	72	14.8	9.2	7.84

note: Background values of 6 ppm (1-hour) and 3 ppm (8-hour) are added to the CO concentration after the persistence factor is applied to the modeled concentration.

Table 3
Revised 8-Hour Concentrations from Table 7-6

Intersection	Receptor Number	1-Hour CO Level	DEIR 8-hr CO Level	New 8-hr CO Level
Tassajara Rd/I-580	1	14.7	9.1	7.79
Tassajara Rd/I-580	2	14.9	9.2	7.90
Tassajara Rd/I-580	3	16.5	10.4	8.78
Tassajara Rd/I-580	4	17.0	10.7	9.05
Dougherty Rd/I-580	13	14.9	9.2	7.90
Dougherty Rd/I-580	14	15.9	9.9	8.45
Dougherty Rd/I-580	16	14.5	9.0	7.68
I-680/I-580	18	17.0	10.7	9.05
I-680/I-580	20	18.5	11.8	9.88
N. Dougherty Rd/ Bollinger Canyon Rd	51	15.5	9.7	8.23
Crow Canyon Rd /Dougherty Rd	54	19.6	12.5	10.48
Crow Canyon Rd /Dougherty Rd	55	14.6	9.0	7.73
Crow Canyon Rd /Dougherty Rd	56	17.8	11.3	9.49
Camino Tassajara Rd/ Crow Canyon Rd.	58	14.5	9.0	7.68
Camino Tassajara Rd/ Crow Canyon Rd.	59	15.9	9.9	8.45
Camino Tassajara Rd/ Crow Canyon Rd.	60	15.3	9.5	8.12
Bollinger Canyon Rd/I-680	69	15.1	9.4	8.01
Bollinger Canyon Rd/I-680	70	15.1	9.4	8.01
Bollinger Canyon Rd/I-680	71	15.2	9.4	8.06
Bollinger Canyon Rd/I-680	72	15.1	9.4	8.01
Crow Canyon Rd/I-680	83	14.7	9.1	7.79
Camino Tassajara Rd/I-680	94	14.5	9.0	7.68

note: Background values of 6 ppm (1-hour) and 3 ppm (8-hour) are added to the CO concentration after the persistence factor is applied to the modeled concentration.

Comments 40-1 through 40-12 are very similar, with the same comments being made several times. Rather than addressing each one separately and being repetitive, they will be addressed as a whole.

Two changes have occurred since the Draft EIR was issued. First, the traffic modeling was redone, with new traffic volumes and levels of service. Secondly, an updated air quality emission rate model, EMFACSCF, was used in place of EMFAC7EP. Consequently, the CO modeling was redone to include these changes. Results of the updated modeling are shown in revised Table 7-3 (see errata). The modeling parameters remain unchanged from those used in the Draft EIR. The 8-hour persistence factor was recalculated to be 0.60. This is described in further detail below after the modeling parameters are discussed.

The modeling parameters used in the Draft EIR (wind speed and atmospheric stability class) are appropriate. The CO modeling is meant to reflect worst-case conditions. The Dougherty Valley area experiences frequent foggy days during winter. Foggy days indicate little or no wind and extremely stable atmospheric conditions. CO problems tend to occur in the winter when temperatures are cold and atmospheric conditions are stagnant. The most accurate way to represent a foggy day to the CO model is to use the low wind speed (0.5 meter per second) and stable atmospheric conditions (stability class G) used in the Draft EIR.

The parameters used in the Draft EIR were recommended in the Air Quality Technical Analysis Notes (Caltrans). The Bay Area Air Quality Management District (BAAQMD) recommends parameters that are similar to those used in the Draft EIR, including a wind speed less than 1.0 meter per second and extremely stable atmospheric conditions (stability class F). The parameters used for this project are appropriate for the Dougherty Valley area. The Dougherty Valley area is geographically separated from the San Francisco Bay by hilly terrain. Dougherty Valley itself is surrounded by hills. The effect is the stagnant atmospheric conditions common to the Dougherty Valley area that result in some of the worst air quality in the Bay Area.

Systems Applications International suggests researching actual meteorological conditions at a nearby monitoring station, such as Livermore, to determine realistic worst-case meteorological conditions. However, meteorological conditions at Livermore, or any location, would show a range of conditions varying from windy and unstable to calm and very stable. If one were to examine meteorological records from the Livermore monitoring station, one would find many instances of low wind speed and very stable atmospheric conditions. These conditions are exactly what were used in the Draft EIR.

The persistence factor was recalculated using procedures recommended in Air Quality Technical Analysis Notes (AQTRANS) (Caltrans). The AQTRANS procedure uses the highest 1-hour to 8-hour CO ratio over the most recent 3 years at a representative monitoring station. Data from the nearby Livermore

station indicate that the persistence factor should be 0.60. The revised CO modeling results utilized a persistence factor of 0.60.

The CO modeling was redone with updated traffic modeling data and updated emission rates. The meteorological parameters used in the Draft EIR remain unchanged as described above. The persistence factor was recalculated to be 0.60. The revised CO modeling shows one exceedence of the 1-hour standard and five exceedences of the 8-hour standard under 2010 with project and 2020 with project conditions.

- 40-2 Refer to response to Comment 40-1.
- 40-3 Refer to response to Comment 40-1.
- 40-4 Refer to response to Comment 40-1.
- 40-5 Refer to response to Comment 40-1.
- 40-6 Refer to response to Comment 40-1.
- 40-7 Refer to response to Comment 40-1.
- 40-8 Refer to response to Comment 40-1.
- 40-9 Refer to response to Comment 40-1.
- 40-10 Refer to response to Comment 40-1.
- 40-11 Refer to response to Comment 40-1.
- 40-12 Refer to response to Comment 40-1.
- 40-13 The default values and trip generation data used in the URBEMIS3 model are shown in Table A (following page).
- 40-14 The trip generation data were derived from the "Land Use" section of the Dougherty Valley Specific Plan. The land use types were much more detailed than the land uses described by the traffic consultant.
- 40-15 Comment noted. The Draft EIR should state that the significance threshold is 550 pounds per day for CO and 150 pounds per day for NO_x, ROG, and particulate matter. Refer to the Errata.
- 40-16 Please see response to comments 40-1 through 40-12.

Table A. Air Quality Analysis Default
and Trip Generation Data

Analysis Year = 2010

Temperature = 70°

EMFAC7 Version: EMFAC7D, 11/88

Unit Type	Trip Rate	Unit Number	Total Trips
Single-family housing	7.6/unit	4,923	37,415
Low-density multifamily housing	3.9/unit	3,082	12,020
Medium-density multifamily housing	5.5/unit	400	2,200
High-density multifamily housing	4.5/unit	2,995	13,478
Neighborhood retail	120.0/1,000 square feet	100	12,000
Community retail	70.0/1,000 square feet	240	16,800
Service office	17.5/1,000 square feet	40	700
Office	10.7/1,000 square feet	300	3,210
Elementary school	60.0/acre	40	2,400
Middle school	40.0/acre	30	1,200
High school	50.0/acre	50	2,500
Community college	80.0/acre	150	12,000
Parks	3.0/acre	154	460
Churches	40.0/acre	12	480
Golf courses	5.0/acre	155	773
Library	400.0/acre	1	400

	Residential			Commercial	
	Home/Work	Home/Shop	Home/Other	Work	Nonwork
Trip Length	9.6	3.7	5.3	8.6	5.6
Percent started cold	88.6	40.4	58.8	77.8	27.6
Trip speed	35	35	35	35	35
Percent trips	27.3	21.2	51.5		

Vehicle Fleetmix				
Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light-duty autos	72.8	0.0	97.5	2.5
Light-duty trucks	14.3	0.0	97.4	2.6
Medium-duty trucks	4.3	0.0	100.0	0.0
Heavy-duty trucks	3.9	11.4	88.6	N/A
Heavy-duty trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report (Pounds per Day)

Unit Type	TOG	CO	NO _x
Single-family housing	432.2	4,923.2	742.5
Low-density multifamily housing	139.0	1,581.6	238.5
Medium-density multifamily housing	25.4	289.5	43.7
High-density multifamily housing	155.8	1,773.4	267.5
Neighborhood retail	111.5	1,129.9	216.8
Community retail	156.0	1,581.8	303.6
Service office	7.8	82.7	14.7
Office	41.0	449.3	76.1
Elementary school	26.0	274.8	49.4
Middle school	13.7	146.2	25.8
High school	28.5	304.5	53.7
Community college	136.8	1,461.5	257.8
Parks	4.3	43.4	8.3
Churches	4.5	46.2	8.8
Golf courses	7.3	74.5	14.2
Library	3.8	38.5	7.3

Project Emissions Report (Pounds per Day)

Unit Type	Fuel Use	PM ₁₀	SO _x
Single-family housing	8,746.8	70.5	82.7
Low-density multifamily housing	2,810.0	22.6	26.6
Medium-density multifamily housing	514.3	4.1	4.9
High-density multifamily housing	3,150.8	25.4	29.8
Neighborhood retail	2,575.4	82.4	24.3
Community retail	3,605.6	115.4	34.1
Service office	177.1	43.0	1.7
Office	924.4	195.4	8.7
Elementary school	593.3	136.4	5.6
Middle school	310.6	77.5	2.9
High school	647.2	161.5	6.1
Community college	3,106.4	775.3	29.4
Parks	98.8	3.2	0.9
Churches	104.7	6.8	1.0
Golf courses	168.7	11.0	1.6
Library	87.2	5.7	0.8

15 July 1992

Contra Costa County
Community Development Department
651 Pine Street, 4th Floor- North Wing
Martinez, CA 94553-0096

Attention: James W. Cutler

Reference: Draft EIR for the Dougherty Valley, County File
#2-91-SR

I have reviewed the referenced EIR prepared by the County and would like to make the following specific comments:

1. In regard to Table 2-1, Page 1, Inconsistency with San Ramon General Plan.

I do not agree with the statement that the impact of the project not being consistent with the San Ramon General Plan is "less than significant". The San Ramon General Plan includes Ordinance 197 which governs hillside protection. This ordinance was as the result of an initiative action in San Ramon, and to me signifies what most of the voters in San Ramon desire for their city -- i.e., hillside protection. Ordinance 197 requires a vote of the people for any deviations. If it is presumed that the project will eventually be annexed into San Ramon, I do not consider the fact that hillsides have been destroyed is 'less than significant', especially when the vote of the residents of San Ramon has been usurped by the County. I believe nonconformance to the San Ramon General Plan to be a VERY significant issue/impact.

2. In regard to Table 2-1, Pages 3 thru 5 - Water and Wastewater, also pages 3-23 and 5-4.

There is no clear mitigation factor for potable or waste water addressed. It is my belief that this cannot be mitigated -- especially the use of approximately 5 million (plus) gallons of potable water every day, when we are in a 5 year drought. Besides, there is no definitive source for the water identified. To "contemplate" that EBMUD will provide service is not realistic, when most of Dougherty Valley is outside their service area. To state it plain and simple -- there is no water!

Item 2. (Continued)

Additionally, Measure C states that services must be in place or readily identified before development can proceed. To "presume" that water will be available is a clear violation of Measure C.

3. In regard to Table 2-1, Pages 8 thru 15 - Circulation and Air Quality.

It must be noted that out of 21 possible impacts dealing with circulation and air quality, even with your stated mitigation measures, 14 of them still remain 'significant and unavoidable'. That indicates to me that over 67% of the mitigation measures will not work, which means that traffic and air quality will be degraded beyond acceptable levels.

4. In regard to Table 2-1, Page 18.

How do you intend to mitigate noise from Camp Parks when the noise source is helicopters taking off and flying overhead? This needs to be addressed. The helicopter noise problem was conveniently omitted from Figure 8-4, Future Noise Contours from Activity at Camp Parks.

5. In regard to Table 2-1, Page 22 - Grading of Slopes of 26% and greater.

The reference to Mitigation Measure 9.1 does not specifically address the 26% factor, so how can applying 9.1 result in a "less than significant" impact? Doesn't County Measure C prohibit development on 26% slope? I believe mass grading 630 acres of land consisting of 26% or greater slope to be a violation of Measure C and challengeable in court.

6. In regard to Table 2-1, Page 33 - Population Increase.

I do not agree that a population increase of about 29,000 people is "less than significant". I think it is very significant, considering the increased demand on all services and the destruction of hillsides, wildlife, air quality, etc.

7. In regard to Table 3-1, Page 3-15, Land Use Designation.

a. Why are 150 acres at Camp Parks designated for a Community College? The military has repeatedly stated in writing and during public comment that Camp Parks property should not be considered as a feasible site for a community college.

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LEADER NO. 41

Item 7. (Continued)

All references to a community college at this location should be removed from the EIR. By removing this as a location for an educational facility, either another site would have to be identified (changing the land use tables), or any tables showing college educational facilities available would have to be updated to remove it from the statistics.

b. Also, I do not agree that 705 acres at Camp Parks is open space. I would not consider a military training facility with helicopters, blasting zones, firing ranges, etc. as open space. By using the 705 acres in open space computations, gives an inflated percentage of open space land in the overall project. The Camp Parks property should therefore not be considered as open space!

8. In regard to Page 3-6 - San Ramon being lead agency.

The statement that "San Ramon is lead agency" is an inaccurate statement. The county currently fails to recognize San Ramon as the lead agency.

9. In regard to Page 5-12 - Development paying it's own way for schools.

Even though developers are charged fees applicable to schools, these fees do not entirely cover the costs. Other measures to finance schools are usually instituted, i.e. bonds or taxes. To finance additional schools for the Dougherty Valley, will existing San Ramon residents face additional taxes or bond issues? This should be explained in more detail in the EIR.

10. In regard to Page 14-15 - Housing Stock.

I do not agree that increased housing stock is considered beneficial -- to whom is it beneficial? It certainly is not beneficial to the homeowner who has had his house on the market for 10 months and can't sell it. Increasing the supply of houses, when there is no demand, ultimately ends up hurting the existing homeowner trying to sell used property. In fact a glut of homes hurts everyone but a buyer because it brings the real estate values down. Recent home buyers in the San Ramon Valley right now are experiencing a loss of home value such that the market value is now less than they paid for their property. 11,000 homes on the market will only make this condition deteriorate even more.

11. In regard to Figures 15-6, 7 and 8 - Photo-realistic Computer Generated Images.

Request that views 1, 2 and 3 show a computer generated image of what the land will look like after it has been graded and terraced and before the homes are built. Three photo versions (current view, view after grading, and view after building) will give more perspective as to the extent of change to the natural contours of the land.

12. General Comments

a. The plan does not address how the County intends to certify that the mitigation measures proposed are actually carried out once development begins.

b. The plan does not address how the County would support the demand for services on their own, i.e. if the project **is not** annexed into San Ramon.

c. The plan does not address how growth will be paced. Will the project be built in stages? If so, need to identify which areas at which time.

d. There appears to be several violations to the County's General Plan and specifically to their Measure C in this plan. These violations are severe enough that they could be challenged in court.

e. A count of all the possible impacts and their associated mitigation measures, reveals that approximately 1/4 of the plan has major impacts that cannot be mitigated. These impacts are considered "significant and unavoidable". It is ludicrous to put forth a plan of development that will destroy an entire Valley, and a plan which in itself admits that 1/4 of it is a **BAD** plan. To paraphrase from the EIR: "....implementing the project would result in an irretrievable commitment of energy and other nonrenewable resources. The project would result in irreversible environmental changes -- changes to biological resources through conversion of open space and agricultural lands to urban uses. Urbanization is irreversible and generally leads to further urbanization with associated degradation of the environment...."

In view of the comments above and additional comments listed below, I must state that I object to the entire plan of development in the Dougherty Valley. After reading the EIR, I believe the only viable plan for the Dougherty Valley at this time is the 'no-plan alternative'.

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MAJOR CONCERNS:

- . Destruction of an entire valley.
- . Loss of scenic route and open space
- . Substantial alteration of natural landforms (mass grading)
- . Reduced views of openspace
- . Loss of rural view
- . Growth inducing to the entire Tri-Valley region.
- . Probable compromise to wetlands, plants and wildlife.
- . No identifiable source of water.
- . Violations of the County General Plan.
- . Severe Impact on traffic, noise and air quality.
- . At least one-fourth of the project will result in "significant and unavoidable" impacts.
- . There is no adequate financing provision for schools, or other services, such as fire and police.
- . There is no schedule for pacing the development.
- . There is no provision on how the County intends to support services to over 29,000 residents if the area is not annexed into San Ramon.

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Respectfully submitted.

Linda Bushaw

Linda Bushaw, representing
SAVE OUR HILLS
9710 Tareyton Ave.
San Ramon, CA 94583

- 41-1 Comment noted. The conclusion of "less-than-significant" is based on the fact that the project is not within City of San Ramon jurisdiction at the present time, and annexation to the city is not part of the project description (although future annexation is not precluded by the DVSP). No change to the Draft EIR is required.
- 41-2 Comments noted. Refer to response to Comment 18-2.
- 41-3 Comment noted. Refer to response to Comment 41-2.
- 41-4 Comments noted. Refer to response to Comment 18-2.
- 41-5 Comment noted.
- 41-6 Helicopter noise is not included in Figures 8-2 and 8-4 because helicopter noise had not been plotted on the contour maps provided by the U.S. Army. As stated in the Draft EIR, there are two helicopter pads at Camp Parks, but there are no helicopters assigned to the installation. Helicopters are used intermittently, which precludes the rational definition of helicopter noise contours. Noise impacts from U.S. Army activity, including the use of helicopters, are identified as being significant. Mitigation Measure 8.5 requires the project proponents to locate new noise-sensitive land uses so that noise from U.S. Army activities (including helicopters) does not exceed County noise standards and to provide a detailed analysis as to how interior noise standards will be achieved.
- Major Stephen Cooke, commander of Camp Parks, was contacted and he stated that the Army is aware of helicopter noise concerns and the proximity of neighbors to the west. The Army has moved units to the east to avoid residents to the west. The result has been that helicopter noise complaints are rare. Major Cooke stated that similar noise avoidance measures could be employed for residents to the north. This response by the Army indicates that helicopter noise avoidance measures that allocate sufficient distance between helicopter activity and residents by locating residents away from helicopter activities, relocating the activities away from residences, or a combination of both, are feasible.
- 41-7 Refer to response to Comments 5-57 and 7-63.
- 41-8 The addition of residents in and of itself does not justify a finding of significance. Indirect impacts caused by 29,000 residents are considered significant in other sections of the EIR, and these sections should be reviewed separately. Please refer to Errata 7-36.
- 41-9 Refer to Comment Letter 20 and response to Comment 20-3.
- 41-10 Comment noted. Although Camp Parks would not be available for public access, its present uses can be considered "open space", as defined in the County General Plan. No change to the Draft EIR is required.

- 41-11 The EIR identifies the City of San Ramon as lead agency for the San Ramon Growth Management and Specific Plan EIR.
- 41-12 Policy 7-2 of the Contra Costa County General Plan states "new development, not existing residents, should be required to pay all costs of upgrading existing public facilities or constructing new facilities which are exclusively needed to serve new development." The Draft EIR notes this policy on page 5-29. The impact analysis assumes existing San Ramon residents will not incur the costs of constructing new schools in the project area.
- 41-13 Regional data show a housing shortage characterized by high prices and low vacancy rates (Bay Area Council 1990). There is a shortage of affordable housing, which the project proponents promise to provide. No changes to the Draft EIR are required.
- 41-14 Comment noted. Photorealistic computer-generated images are not required to provide adequate analysis of this issue; therefore, generating another image is unnecessary. No change to the Draft EIR is required.
- 41-15 Refer to response to Comment 5-9.
- 41-16 Financing for public services is addressed throughout the document and includes a variety of sources, including the developer, future residents, and the County. Development plans will be conditioned after inclusion of many of these services by dedication and construction. No changes to the final EIR are required. Refer to the Introduction (Chapter A) of the Final EIR for a discussion of the relationship of public services financing to the project. Refer also to response to Comment 5-89.
- 41-17 Refer to response to Comments 5-1, 5-2, and 5-90.
- 41-18 Comment noted. Refer to response to Comment 5-7. This comment does not address the adequacy of the Draft EIR.
- 41-19 Comment noted. This comment does not address the adequacy of the Draft EIR.
- 41-20 Refer to the appropriate chapters in the EIR.
- 41-21 Refer to Chapter 14, "Housing, Population, and Employment".
- 41-22 Refer to Chapter 11, "Biological Resources".
- 41-23 Refer to Chapter 5, "Public Services and Utilities" and Chapter 10, "Hydrology and Water Quality".
- 41-24 These issues are addressed in earlier responses.

- 41-25 Refer to Chapter 6, "Circulation", for transportation issues; Chapter 7, "Air Quality", for air quality issues; and Chapter 8, "Noise", for noise issues.
- 41-26 This comment accurately reflects the analysis of the EIR.
- 41-27 These issues are addressed in earlier responses.
- 41-28 The EIR is a tiered document, and phasing will be addressed by the County. Refer to response to Comments 5-1, 5-2, and 5-90.
- 41-29 The EIR assumes no annexation, and impacts are mitigated under this condition.



CT Rd Improvements

7/20/92

Contra Costa County Development Department
Comments on Dougherty Valley Draft Environmental Impact Report
651 Pine Street
North Wing, Floor Four
Martinez, CA 94553

Dear Sirs,

The following comments were prepared by the Camino Tassajara Road Improvements Organization and presented at the public hearing on the Dougherty Valley draft Environmental Impact Report on 7/20/92 by our representative, Mr. Kelly J. Brodbeck. Our organization was founded to improve traffic safety and mitigate noise and other traffic related problems in our neighborhood. We define our neighborhood as the section of Camino Tassajara Road in Danville between Diablo Road and Sycamore Valley Road. However, we expect this outrageous widening project will soon cause our organization to increase in size to also include residents who live along Diablo Road.

We strongly oppose the proposed widening of Diablo Road, the double left turn lane on Camino Tassajara, and the increase in local traffic volume. We have included with Mr. Brodbeck's comments a listing of the households in our neighborhood who oppose the widening of Diablo Road as a Dougherty Valley traffic mitigation measure.

Sincerely

-CT Rd Improvements

page 1 of 5

Zoning Administrator Hearing on Dougherty Valley Project 7/20/92

Comments from Camino Tassajara and Diablo Road Homeowners (Danville) on the Proposed Widening of Diablo Road and Projected Increases in Traffic Volume on Camino Tassajara Road Between Diablo Road and Sycamore Valley Road

Good Evening, My name is Kelly Brodbeck and I am speaking in regards to the proposed widening of Diablo Road in Danville on behalf of the Camino Tassajara Road Improvements Organization. Our group was founded to work with the Town of Danville to address the safety, noise, and property value erosion issues associated with increasingly heavy traffic on Camino Tassajara between Diablo Road and Sycamore Valley Road. Our organization includes over 40 households which front the Camino Tassajara roadway as well as many members who live on adjacent streets such as Diablo Road.

Various members of our organization have struggled with the Town of Danville for as long as ten years trying to secure long overdo stop signs, speed limit reductions, truck law enforcement, and the construction of sidewalks. We have only recently succeeded at securing some of these measures.

The last thing our organization will tolerate is additional non-resident traffic volume through our neighborhood. The widening of Diablo Road can only encourage more non-resident vehicles to use our neighborhood street as a short-cut to/from northbound I-680. It would also require the removal of a grove of Heritage Oak Trees which is unacceptable to both neighborhood residents and the Town of Danville.

We find it absolutely appalling that the Dougherty Valley project, which is five or more miles from our homes, would create a need to widen Diablo Road. Even worse, the projected future traffic volumes of the draft Environmental Impact Report show that even with this widening, traffic will be stacked up into our neighborhood, blocking Ramona and El Rincon Roads. In addition, the need for the double left turn on Camino Tassajara at Diablo implies tremendous increases in traffic volume on our section of Camino Tassajara which is limited to just two travel lanes.

Vista Grande elementary school is just fifty yards away from the Diablo/Camino Tassajara intersection. Our children are in danger today trying to cross streets in this area with today's traffic volume. This was made painfully obvious a few years ago when Kenny

page 2 of 5

LETTER NO. 42

Johnson, a fourth grader, was run over and killed at the Diablo / Camino Tassajara intersection. We will not accept putting our children at even greater risk by widening Diablo Road thereby inviting even more unwelcome vehicles onto our neighborhood streets.

The Environmental Impact Report must explain why the Dougherty Valley project has such a pronounced impact on Diablo Road and on our section of Camino Tassajara. The Environmental Impact Report must prepare an alternative traffic mitigation measure that will not threaten our safety, our property values, and our quality of life which has already been eroded by traffic associated with the developments around Blackhawk in the Sycamore Valley. It is not right to build a nice quality of life in the Dougherty Valley by taking it away from those already here.

CT Rd Improvements Household Listing
and Steering Committee

1. Ray A. Duda 90 Lomitas Rd
2. Kharis Powell 1261 Camino Tassajara
3. Ken Ruese 1421 Camino Tassajara
4. Ingeborg von Bornemann 1291 Camino Tassajara
5. Sharyn I. Ginsberg 1141 Camino Tassajara
6. George van Wageningen 817 Contada Circle
7. Raya & Gary Nebel 1221 Camino Tassajara
8. Sam Shahidehfar P.O. Box 1844 Danville
9. Muriel M. Spaerleir 1211 Camino Tassajara
10. Shirley Crawford 1201 Camino Tassajara
11. Mike Charter 1181 Camino Tassajara
12. Melda Archer 1151 Camino Tassajara
13. Monnie Segella 1121 Camino Tassajara
14. Al & Dodie Rutledge 1111 Camino Tassajara
15. J.L. Shirdanbergar 127 Gatetree Ct.
16. Margaret Ebersole 439 St. Francis Dr.
17. Richard Lyman 310 Bridgeside Circle
18. Mervin Weis 386 Frietas Ct.
19. Sarah Haalum 131 Gatetree Ct.
20. Sam Shah 821 Contada Circle
21. Kevin Orlopp 813 Contada Circle
22. Lola Gardner 809 Contada Circle
23. R.L. Cavagnaro 805 Contada Circle
24. Garrett Zella 816 Casita Ct.

25.	Sumiita Bhandari	826 Casita Ct.
26.	Luis Gores	1251 Camino Tassajara
27.	Mark Fernwood	1341 Camino Tassajara
28.	Kathy & Tessa Sparks	102 Lomitas Rd
29.	Linda Mitchell	1411 Camino Tassajara

CT Rd Officers and Steering Committee

30.	Kelly Brodbeck	111 Lomitas Rd
31.	Robin Maierhofer	1381 Camino Tassajara
32.	Michael Sharman	1391 Camino Tassajara
33.	John A. Richardson	1371 Camino Tassajara
34.	Phil Gutierrez	1401 Camino Tassajara
35.	Marvin Cecctrini	1351 Camino Tassajara
36.	Jane Malcuit	131 Gatetree Ct.
37.	Paul Parsley	1361 Camino Tassajara
38.	Sheila Sedlachek	1231 Camino Tassajara
39.	Carl Serfass	1131 Camino Tassajara
40.	Ken Hill	1321 Camino Tassajara

- 42-1 Refer to response to Comment 7-107.
- 42-2 Refer to response to Comment 7-107.
- 42-3 Comment noted. Several road widenings, including widening of the existing Diablo Road, were proposed as mitigation for traffic impacts. The exact location and width of proposed road widening is unknown; therefore, determining the extent vegetation resources could be affected is impossible. However, mitigation for impacts on vegetation resources is likely to be similar to that described in this document. If the oaks referenced in the comment letter were within a future road-widening corridor, mitigation would include avoidance of the resource. Where avoidance was infeasible, the project proponents would be required to compensate for the loss of oaks as described on page 11-42 of the Draft EIR. The EIR concludes that the recommended mitigation measures would reduce this impact to a less-than-significant level. Also refer to response to Comment 7-107.
- 42-4 Refer to response to Comment 7-107. In order to ensure pedestrian safety, a crosswalk could be installed at the intersection. CT Rd Improvements should address these concerns to the planning commission during the preliminary development plan stage. No changes to the Final EIR are required.
- 42-5 Refer to response to Comment 7-107.



CROW CANYON COUNTRY CLUB ESTATES
COMMUNITY ASSOCIATION, INC.

1320 El Capitan Drive, Suite 390, Danville, CA 94526 Telephone: (510) 446-8900

July 13, 1992

Contra Costa County Community Development Department
651 Pine Street
North Wing, 4th Floor
Martinez, CA 94553

RE: Draft Environmental Impact Report (DEIR)
Dougherty Valley

Dear Board of Supervisors:

I am the General Manager of Crow Canyon Country Club Estates Community Association. We are a community of 903 homes along Crow Canyon Road. We are located in Danville but are on the border of Danville and San Ramon. The Dougherty Valley Project has been a great concern to our residents over the years.

The construction of up to 11,000 homes with supporting commercial, office, and civic development will make a permanent and drastic change to our community. Construction vehicles, including large earth moving and heavy equipment trucks will cause a great disturbance of the peace to our residents. The increased traffic and its resulting noise during construction, along with the permanent additional traffic during and after build-out will affect all residents along Crow Canyon Road.

Our residents are concerned about the issue of the noise pollution and have been endeavoring to see that a sound wall is built along the border of our property, to protect the community from excessive noise and possible property value damage. We now ask that the Board of Supervisors seriously consider the request of our 2,000 + residents.

Specifically we are requesting that a sound wall be built along the north side of Crow Canyon Road from El Capitan to the east border of our property just past St. George Road. More to the point we request that this sound wall be built prior to any development or construction.

Contra Costa County Community Development Department
July 13, 1992
Page 2

I note in the DEIR that mitigation measure 8.3 states that " To reduce noise to acceptable levels, the project proponents should provide sound walls, berms, or other noise control measures between the roads and noise-sensitive land uses..." We certainly believe that we fall under this criteria.

On behalf of our homeowners, I appreciate your consideration of our request.

Sincerely,

Mark A. Goldberg, PCAM
General Manager

cc: Jim Cutler (County Planning Office)
Mayor Beverly Lane (Town of Danville)
Millie Greenberg (Danville Town Counsel)
George Sipel (Danville Town Manager)
Board of Directors
Concerns & Issues Committee

1

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3

LETTER NO. 43

- 43-1 Comment noted. The EIR analyzes the impact of construction noise on onsite and offsite land uses (see page 8-16). The EIR concludes that the recommended mitigation measure would reduce this impact to a less-than-significant level.
- 43-2 The traffic impacts along Crow Canyon Road have been included in revised Chapter 6 (Errata - Attachment 2). The Draft EIR addresses noise resulting from construction activity and identifies construction noise impacts as being significant. Mitigation Measures 6.9 through 6.12 are provided to limit construction activities to hours of the day that are not noise sensitive to adjacent land uses. Mitigation is also included that requires the project proponent to implement additional noise mitigation measures when directed to do so by the County. This could include rerouting truck traffic, as required to reduce impacts, or constructing temporary sound barriers.
- 43-3 The traffic noise analysis indicates that traffic noise along Crow Canyon Road from El Capitan Drive to St. George Road will not substantially change with implementation of the project. A doubling of traffic volume on a given roadway is required for a 3-dB change (i.e., a barely noticeable change) to occur. This doubling is not anticipated to occur. Also, as traffic volume increases, reduced travel speeds can occur as the result of congestion which, in turn, can reduce traffic noise levels.

Existing traffic noise levels along this segment of Crow Canyon Road exceed the County's outdoor standard of 60 dBA- L_{dn} for residential land uses, and it is the County's policy to improve the overall environment in the County by reducing annoying and physically harmful levels of noise for existing residents. Affected residents should pursue the construction of a sound wall based on existing conditions, not implementation of this project. No changes to the Final EIR are required.



CROW CANYON COUNTRY CLUB ESTATES
COMMUNITY ASSOCIATION, INC.

1320 El Capitan Drive, Suite 390, Danville, CA 94526 Telephone: (510) 866-8900

July 20, 1992

James W. Cutler
Assistant Director, Comprehensive Planning
Community Development Department
County Administration Building
651 Pine Street
4th Floor, North Wing
Martinez, CA 94553-0095

RE: Draft Environmental Impact Report (DEIR)
Dougherty Valley
County File # 2-91-SR

Dear Mr. Cutler:

I have been asked by my Association to further comment on our concerns about the Dougherty Valley Project. I write on behalf of our Board of Directors, our Concerns and Issues Committee and the over 2000 residents of Crow Canyon Country Club Estates Community Association.

Since attending the first session of the County hearings that were held July 13, 1992, I have gone back and reviewed chapter 8 of the DEIR again. Our residents continue to be concerned about the impact of the increased traffic in the area and the resulting increases in noise that our community will have to endure.

We do not feel that the traffic and noise sections of the DEIR adequately reflect the actual increases that will occur. Mitigation Measures 8.8 and 8.9 need to be expanded upon to include the section of Crow Canyon Road that borders Crow Canyon Country Club Estates, roughly from El Capitan to St. George Road. The almost certain probability that project related traffic along this stretch of Crow Canyon Road will seriously and permanently impact our residents must be dealt with in rewriting these sections.

Our concerns are simple. We feel that the information is flawed and that traffic and noise will increase greatly. We look to you for answers to the following questions:

If your calculations about traffic are wrong, what will happen then and who will protect us? Who will install sound walls then that aren't included in the plan now? Who will be responsible for tracking traffic and sound levels and how often will this be done? Who will be responsible for paying for these monitoring services and who will be responsible later for building these sound walls that we feel are needed now?

James W. Cutler
July 20, 1992
Page 2

You have not adequately mitigated the sound attenuation of this area along Crow Canyon Road. We want to know how the estimates were derived and what will be done if they are wrong.

Sincerely,

Mark A. Goldberg, PCAM
General Manager
For Crow Canyon Country Club Estates Community Association

cc: Mayor Beverly Lane (Town of Danville)
Millie Greenberg (Danville Town Counsel)
George Sipel (Danville Town Manager)
Board of Directors
Concerns & Issues Committee

- 44-1 Crow Canyon Road between El Capitan and St. George Road has been included in the traffic and noise analyses.
- 44-2 Annual monitoring of traffic conditions within the City of San Ramon is done to comply with the requirements of the Contra Costa Congestion Management Program and the CCTA Growth Management Program. The objective of the monitoring is to ensure that peak-hour traffic conditions at major intersections do not exceed the accepted LOS standards. Locations that drop below these standards will be required to be improved to acceptable standards by a Deficiency Plan (refer to the response to Comment 28-4 for more details).
- 44-3 Refer to response to Comment 43-2 regarding the role of the County and the project proponent in implementing mitigation measures for noise impacts.
- 44-4 Refer to response to Comment 44-2.
- 44-5 Refer to response to Comment 43-3.



CONTRA COSTA
JUL 15 PM 1:25
COMMUNITY
DEVELOPMENT DEPT

July 15, 1992

James W. Cutler
Assistant Director - Comprehensive Planning
Contra Costa Community Development Department
651 Pine Street
Martinez, CA 94553-0095

Re: Draft EIR, Dougherty Valley General Plan Amendment, File # 2-91-SR

Dear Mr. Cutler:

The Specific Plan on Dougherty Valley is inconsistent with the Growth Management Element of the Contra Costa General Plan.

- The Growth Management Element of the Contra Costa General Plan, states, "Verification by the appropriate water agency that adequate water quantity and quality can be provided shall be required for approval of new development." (Contra Costa County General Plan 1990 - 2005, Draft October 1990, p.4-5)

No water agency has introduced evidence into the record that it has the capability of providing service for buildout of this project.

- The area is beyond the Sphere of Influence and the ultimate service area of East Bay MUD.
- The East Bay MUD Board of Directors has neither prepared nor adopted a plan of service for this area.
- Alameda LAFCO and Contra Costa LAFCO have made findings on East Bay MUD's ability to provide service for only areas within the existing sphere of influence of East Bay MUD, not beyond the sphere of influence of East Bay MUD.
- Providing service to this area is inconsistent with Policy #1, Policies and Procedures of East Bay MUD.

[more]

MAIN OFFICE • 116 New Montgomery Suite 640, San Francisco CA 94105 • (415) 543-4291
SOUTH BAY OFFICE • 1922 The Alameda Suite 213, San Jose CA 95126 • (408) 983-1150

The Bay Area - Keep It Green

Comments on Dougherty Valley

Page Two

- Providing service to this area is inconsistent with East Bay MUD's Water Management Supply Plan and the new Draft Water Management Supply Plan.

Dublin San Ramon Services District has placed no documentation in the record that it has a firm water supply to service this area. The area is also beyond its sphere of influence. Alameda Zone 7, which provides water to Dublin San Ramon Services District, will have difficulty serving buildout of adopted general plans within its service area. Zone 7 has produced no reports that it has the ability to provide service to new areas beyond adopted city general plans.

The EIR must identify a firm water supply and a willing provider to service the area.

Sincerely,

Mark Evanoff
Field Representative

LETTER NO. 45

- 45-1 Refer to Comments 18-2 through 18-9.
- 45-2 Comment noted. Refer to response to Comments 18-2 through 18-9.
- 45-3 The County will make funding mechanisms a condition of project approval and require that these mechanisms be part of the development process. No changes to the EIR are required.
- 45-4 Parkland is provided to adequately meet the demands of the project. CEQA does not require analysis beyond the project scope, including the demand for park facilities, in surrounding areas. No changes to the Final EIR are required.
- 45-5 Comments noted. Refer to Comments 18-2 and 18-9.

MT. DIABLO AUDUBON SOCIETY

P.O. BOX 53
WALNUT CREEK, CALIFORNIA 94596

20 July 1992

PL 2:07
DEVELOPMENT DEPT

Mr. Harvey Bragdon, Director
Community Development Dept.,
Contra Costa County

Dear Sir: RE:Dougherty Valley File #2-91-SR

The following comments are provided re the proposed Development of Dougherty Valley, based on the Draft Environmental Impact Report, dated June 1992.

1. SEWAGE: Use of any of the facilities mentioned i.e. (Pages 5-1 to 5-4) by the homes, etc., proposed in this project will require substantial, ADDITIONAL capacity. Existing rate payers should NOT be required to finance, pay for or participate in anyway in the costs involved.

WATER SUPPLY: Based on the data in the DEIR, there is no adequate, available, certain resource for any water supply for the area.

Existing rate payers should NOT be required to pay for subsidize or participate in any expense involved in obtaining and supplying water for the area.

It is also unthinkable in 1992, anyone would contemplate a major development of this size in view of the uncertainty of water supply due to the extended drought. AND the already existing demands for water from northern California sources.

POLICE, FIRE AND SCHOOL SERVICES: At present, due to the budgetary restraints either in effect or contemplated it will be impossible to provide adequate services. In any event, none of these services should be the financial responsibility of any of the existing, developed areas, including the County. The proposed development MUST arrange and provide financial support for these services so such services will be adequate manner with no contribution from the existing populace.

PARKS-PLAYGROUNDS: It is essential that the developers be required to provide a larger area for parks and open space. Should this massive development ever become a reality, the strain on existing parks and open space will be burdensome. The developers must be required to not only meet the minimum needs but look to the future. If this is done it may be possible to arrange for adequate park and open space.

SEWERAGE: All of the items set forth at pages 5-21-22 are indicated to be "GOALS". It is essential these items be mandatory, not just goals. Costs must be born by the development.

WATER SUPPLY, RECLAIMED WATER, DRAINAGE, SOLID WASTE, POLICE-FIRE SERVICES, PARKS & RECREATION (pages 5-22 THROUGH 5-31). where indicated as "GOALS" must be made mandatory.

CIRCULATION: Interstate routes 580 and 680 are already at or above capacity during certain commute hours. With the proposed developments all along 580 in the Livermore and Pleasanton areas, the addition of 11,000 new dwellings will produce much more traffic than these two major arterial systems can accommodate and still permit traffic to move in any sort of reasonable manner. The development MUST assume the costs of creating roads within the developing area, as well as all of the surrounding roads that will be heavily and adversely impacted.

CRITICAL INTERSECTIONS: The listing at page 6-10 is probably adequate but all of the comment demonstrates the impacts of the proposed development will adversely affect most, if not all such areas. The development must be held responsible for covering ALL of the costs of upgrading such areas. Attention is specifically directed to "Peak-Hour Freeway Mainline analysis, page 6-33, reading: "sections of the freeway---- were found to operate under heavy congestion and delays (LOS E or F) during both a.m. and p.m. peak hours."

Additional traffic would, clearly worsen traffic jams and such MUST be attended to without any cost to existing users, taxpayers etc.

We do not believe the proposed mitigation measures are anywhere near adequate. Further it does not appear the costs are to be imposed on the development, rather than current users and/or taxpayers.

TRANSIT: NO transit service exists in the proposed development area. When, as and if transit service is to be provided it must be paid for by the developing area, NOT existing riders. Additional buses will probably have to be purchased, wage costs etc, must be considered.

10

AIR QUALITY; This, we believe is one of the MOST important considerations, and compliance will be most difficult to achieve.

Despite all of the wordage contained in the DEIR (pages 7-1 to 7-24), much of the discussion deals with anticipated construction situations that will impair air quality. While these impacts are important and must be dealt with, the longer term problems are much more important. I-680 improvements are already under court challenge and adding to the traffic anticipated on that artery will cause significant, long term degradation of air quality. This proposed development must be considered in conjunction with all other development in the area and in the County. Mitigation must be undertaken to alleviate all impacts.

11

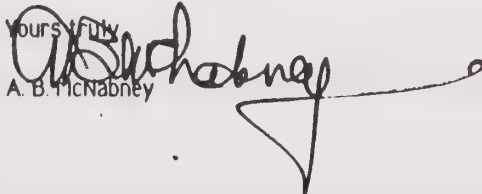
In conclusion, this proposed development will have long term, serious, significant impacts on wildlife throughout the entire county. Avian species using the area for seeking food, ie small animals, rodents and the like will be significantly and adversely affected for a major area will be removed from their food chain sources. We see no proposed mitigation.

12

The proposed development is too massive, too disruptive, costly and proposes major expense for nearby cities, the county and the general public.

We would propose the "Lower Density Alternative" (Page 3-30) be used for future planning and decision making rather than the massive proposal being advanced as THE proposed plan.

13

Yours truly,

A. B. McNabney

cc: Conservation Committee

- 46-1 Refer to response to Comment 5-12.
- 46-2 Comment noted. Refer to response to Comments 5-12 and 18-2.
- 46-3 Please refer to response to Comment 41-12 in the Final EIR and Mitigation Measures 5.14, 5.18, 5.21, and 5.22 in the Draft EIR.
- 46-5 Pages 5-21 through 5-31 identify relevant Contra Costa County General Plan Policies as written in the Contra Costa County General Plan. It is not within the scope or purview of the EIR to make changes to existing documents. No changes to the Final EIR are required.
- 46-6 Refer to response to Comment 46-5.
- 46-7 Refer to response to Comment 2-1.
- 46-8 Refer to response to Comment 2-1.
- 46-9 Refer to response to Comment 2-1.
- 46-10 Refer to response to Comment 37-85.
- 46-11 The air quality analysis examined the impacts from construction and operation of the proposed project. The operational impacts examined the cumulative carbon monoxide impacts that would result from motor vehicle trips associated with the project plus trips produced by cumulative development in areas outside the project boundaries. Carbon monoxide concentrations were estimated for 96 locations, including several in the vicinity of Interstate 680. In addition, ozone precursor emissions from motor vehicles associated with the project were also estimated. The air quality analysis indicates that there would be significant and unavoidable impacts associated with vehicle-related emissions. Mitigation measures can reduce these impacts, but not to a less-than-significant level. Refer to response to Comment 2-2.
- 46-12 Refer to Mitigation Measures 11.1 and 11.2.
- 46-13 Comment noted.



LSA Associates, Inc.

Environmental Analysis
Transportation Engineering
Resource Management
Community Planning
Ecological Restoration
Resource Economics

Principals

Rob Balen
Lyn Calverton
Lee Card
Jim Calver
Robert Hughes
George Kerville
Camilyn Labell
Bill Mayes
Ray Moe
Buck Paden
Harrington Perry
Rob Schwabert
Melinda J. Spaul

Associates

Deborah Barr
Carmel Calan
Cory Davis
Kevin Fischer
Amy Finn
Steve Groubman
Richard Harlicker
Roger Harris
Art Hemmingsen
Cora Jorick
Larry Kennings
Karen Kurland
Beverly Lee
Trisha Lord
Rob McCann
Sabrina Nicholls
Anthony Perna
Dean Williams
Jill Wilson

August 4, 1992

Mr. Darryl Foreman
Windemere
2450 Camino Ramon, Suite 124
San Ramon, CA 94583

Mr. Tom Koch
Shapell Industries
P.O. Box 361169
Milpitas, CA 95035

Subject: Review of Biological Resources Section
Dougherty Valley General Plan Amendment Draft EIR

Dear Darryl and Tom:

The following are my comments on the Biological Resources section of the Dougherty Valley General Plan Draft Environmental Impact Report (DEIR). They are organized to follow the pagination and format of the DEIR to facilitate review. My comments are as follows:

Figure 11-1 (follows page 11-2), Important Biological Resources Map. This figure maps three areas of freshwater marsh, one along the upper reach of a branch of Coyote Creek, one along the upper reach of West Alamo Creek, and one along the lower reach of Alamo Creek where it leaves the planning area. The depiction of this habitat type at these locations is overstated. Freshwater marsh is confined to the area within the banks of the creeks at these locations, and is not 500 feet wide as suggested by this figure. This figure should be revised to reflect these conditions.

Page 11-3, paragraph 6, Tiger Salamander. This paragraph makes reference to the possible occurrence of tiger salamanders in the grassland areas of the project site. In a later section (page 11-27, paragraph 1), the report states that apparently suitable habitat is present but, based on the results of field surveys for this species, the salamander does not occur in the project area. The reference to possible presence of tiger salamanders in this paragraph should be deleted.

08/04/92(BA\W21901) (P3-FOREMAN10.LTR)

157 Park Place
P.O. Richmond, California 94801

Telephone 310 336-6870
Facsimile 310 336-3480

Page 11-8, paragraph 4, Streambed Alteration Agreement. This paragraph makes reference to the Department of Fish and Game's authority to require an applicant to obtain a Streambed Alteration Agreement if the applicant proposes to modify a stream channel. It then goes on to state that this is a permit application. The report should note that the Streambed Alteration Agreement is not a discretionary permit.

Page 11-10, paragraph 10, and page 11-11, paragraph 1, Seasonal Drainages. The discussion of seasonal drainages is not internally consistent. The text describes them as having an ephemeral water source with a vegetative cover of primarily upland herbaceous species, indicating habitat values are similar to the surrounding upland annual grassland. It then goes on to state that they support wetland associated wildlife species and perform important ecological functions such as water filtration. These later statements do not appear to coincide with field conditions. The majority of the seasonal drainages in the planning area are as described above, appearing as extensions of the annual grassland habitat and they do not support wetland associated plant or wildlife species. The exceptions are where drainages contain springs which provide a source of water for a longer time period and wetland associated species (plant and animal) are present. The majority of the ephemeral drainages have been degraded by cattle grazing and are currently sources of high sediment loads to the perennial streams. The discussion should be revised to further reflect these conditions.

Figure 11-2 (follows page 11-26), Special Status Wildlife Species Locations. The stock pond on the Shapell property north of Alamo Creek and west of Lawrence Road is shown on this figure as red-legged frog, western pond turtle habitat. Neither of these species has been observed in this pond. This pond was created in 1989 as mitigation for the fill of Corps jurisdictional areas associated with Shapell's West Branch project. The pond was colonized in 1991 by tri-colored blackbird and breeding was confirmed in 1992. This figure should be changed to reflect this.

Page 11-27, paragraph 1, Tiger Salamander Surveys. This paragraph includes a statement that four ponds on the Shapell property were not surveyed for tiger salamanders because they were dry at the time the surveys were conducted. These ponds were resurveyed by LSA in May 1991 when they held water and no tiger salamander larvae were found. The results of this survey work are presented in our Aquatic Reptile and Amphibian Survey report for the Gale Ranch dated December 17, 1991. This paragraph should be revised to include this information.

Page 11-31, paragraph 9, Kit Fox Observations. This paragraph makes reference to two observations of kit fox, one in Blackhawk and a second west of Collier Canyon Road. The Blackhawk observation was incorrectly located by the referenced source (Huffman). Huffman included this observation in a July 3, 1991 submittal for the Marsh Canyon Landfill project to Mr. Keith Taniguchi of the U.S. Fish and Wildlife Service. This package of information

08/04/92(BA\W21901) (P3-FOREMAN10.LTR)

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LSA Associates, Inc.

LSA Associates, Inc.

Included a table and map presenting the results of recent kit fox surveys in southeastern Contra Costa County. One of the surveys cited was a random daylight observation in June 1990 by a graduate student of Sam McGinnis one mile north of Tassajara Road on Blackhawk Road. The date and location of this sighting were incorrectly reported by Huffman. The reported sighting was made on August 7, 1989 approximately two miles south of Tassajara Road on the east side of Dougherty Road (Karen Swalm, personal communication). The report should be revised to correct this error.

Page 11-38, paragraph 10, page 11-39, paragraph 1, Open Space Fragmentation. This paragraph states that open space areas will be isolated from each other by roads and that linear corridors will be fragmented by obstructions such as bridges. Although roads and bridges in areas of residential, commercial development are hazards to terrestrial wildlife movement, they do not prevent wildlife movement between areas for most species. Freeways and other limited access corridors such as an at grade light rail line with associated barrier fencing greatly restrict wildlife movement and can isolate habitat areas. The plan includes no such barriers to movement. The bridges over creeks are designed to ensure that wildlife movement beneath them is possible. The width of the connecting corridor along the north property boundary is 200 feet which should allow movement of all wildlife species expected to remain in the planning area after development. The text should identify species which will not use the proposed corridors. The statement that the open space areas will be isolated from general wildlife movement should be corrected.

Page 11-39, Mitigation Measure 11.2. The emphasis of this paragraph should be on the creation of off-site open space along the eastern boundary of the planning area through the planning process as was done for the Dougherty Valley area. County General Plan policies (8-7, 8-8, 8-14, 8-15) all address habitat protection and provide the policy basis for this approach. The County would be the responsible party for implementation of this mitigation measure.

Page 11-42, Mitigation Measure 11.3(d). This measure appears to establish a standard construction setback of 150 feet from the outer edge of woody riparian vegetation, with no development within the 150-foot setback. In areas where annual grassland is the cover type within the setback some types of construction, primarily limited to grading, could occur without compromising the value of the setback provided these areas are revegetated. This measure should be revised to incorporate this flexibility.

Page 11-45, Mitigation Measure 11.7. This mitigation measure recommends fencing all existing freshwater marsh habitats and "mitigation areas" to restrict human and domestic animal access. It is not clear if the recommended fencing is temporary for the construction period or is permanent. This should be clarified. The stated purpose of the fence is to restrict human and domestic animal access but does not indicate which domestic animals. A fence which would restrict dogs and cats would also restrict access by almost all of the

larger mammals such as coyote, striped skunk, and deer. This does not appear to be desirable.

There have been no previous mitigation requirements for fencing along Alamo Creek and the West Branch of Alamo Creek upstream and downstream of Dougherty Valley Planning Area within developed areas (West Branch, Bent Creek, Shadow Creek, Bettencourt Ranch, Old Ranch Estates, Diablo Ventures West, Dublin Meadows). Fencing for mitigation purposes has been required to prevent cattle from entering mitigation sites and riparian zones in open space areas. We recommend that this mitigation measure be revised to be consistent with the treatment of similar areas along the Alamo Creek corridor.

Page 1-55, Mitigation Measure 11.11. This mitigation measure contains a complete prohibition on ground squirrel control programs in open space or mitigation areas. It is possible that ground squirrel populations could reach pest proportions and that some form of control may be necessary around homes. This measure should be rewritten to allow for ground squirrel control around the perimeter of open space areas if their populations reach pest proportions.

Please call if you have any questions about my comments on the DEIR.

Sincerely,

LSA ASSOCIATES, INC.

Malcolm J. Sproul
Malcolm J. Sproul
Principal

MJS/an

- 47-1 Comment noted. The important biological resources map is intended as a generalized depiction of vegetation resources at the site and is not intended to determine habitat width or acreage.
- 47-2 The statement regarding California tiger salamanders is considered accurate and will remain as stated. California tiger salamanders *do* use grasslands adjacent to wetlands for foraging and overwintering and are found in habitats similar to those found in the planning area (e.g., Los Vaqueros Project area north of Livermore). The tiger salamander surveys indicate that they do not occur in the planning area, but this is difficult to confirm because of the ongoing drought, which could affect salamander breeding activities and salamander detectability during field surveys.
- 47-3 Comment noted. The paragraph in question was reworded to clarify the original meaning. Refer to Errata 3-5 for text revisions.
- 47-4 Comment noted. As stated on page 11-10, some seasonal drainages support upland vegetation, and others are unvegetated. The section states that seasonal drainages can perform important ecological functioning (i.e., water filtration and bank stabilization) and that most of the drainages onsite (i.e., vegetated drainages) perform these functions. We agree that unvegetated seasonal drainages could contribute sediment to perennial streams.
- 47-5 Mitigation in the form of sound walls and other measures at locations where mitigation is warranted by the analysis has been presented in the Draft EIR. Traffic noise impacts were analyzed using the FHWA traffic noise model and traffic volumes determined from the traffic analysis. Modeling results are believed to be accurate within the limits of the analysis methodology. If actual conditions indicated an error in the analysis, noise monitoring at affected locations could be conducted to determine the extent of the error, if any. Affected residents could then pursue implementation of noise mitigation with the County. No changes to the Final EIR are required.
- 47-6 The Draft EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 47-7 The Draft EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 47-8 Wildlife habitat fragmentation is the process of creating disjunct patches of one kind of vegetation or habitat surrounded by vegetation of a different kind (or surrounded by urbanized areas, as proposed by the project). The patches or the surrounding areas can be natural or unnatural habitats. The faunas of these "habitat islands" generally contain fewer species than those of the adjacent larger tracts of equivalent habitat (Terborgh and Winter 1980, Jensen et al. 1990).

Implementing the project would create habitat islands of grasslands surrounded by residential development occupied by approximately 29,000 people. The

grassland habitat islands (open space areas) would be expected to support fewer wildlife species and individuals of each species than the existing grasslands. The proposed corridors could partially compensate for this loss of wildlife species by connecting some of the open space areas together, but this is unlikely because the wildlife value of the corridors would be low. Also, human disturbance from recreational use, pathways, bikeways, roads, and bridges would discourage wildlife species from using the corridors.

The open space area west of Dougherty Valley Road would be completely separated from corridors and other open space areas. Dougherty Valley Road separates the north open space area, and there are no other corridors connecting other space areas to the west open space area; therefore, the west open space area would be completely separated from other wildlife areas. Even if the west area did have a corridor connecting it to another open space area, human disturbance would minimize wildlife use of the corridors.

All wildlife species that have large home ranges and use large contiguous areas (e.g., golden eagle, coyote, gray fox, and badger) would be eliminated from the interior open spaces of the planning area. Wildlife species that would use the interior open space areas would need to be tolerant of human activity and require smaller home ranges (e.g., California voles, pocket gophers, and California ground squirrels), be able to fly from open space area to open space area (e.g., horned larks, savannah sparrows, and western meadowlarks), or be non-native species that are adaptable to human-disturbed environments (e.g., red fox, house mouse, and Norway rat). Wildlife use of the corridors would be marginal because of human disturbance and the low habitat quality of the corridors; therefore, the value of the corridors as wildlife movement corridors would be low. Wildlife species that would use the corridors are more likely to be common wildlife species that occupy urban environments, such as raccoons, scrub jays, northern mockingbirds, house finches, and lesser goldfinches. Therefore, the wildlife species composition of the open space areas would change from grassland, wetland, or riparian wildlife species to common wildlife species occurring in urban environments.

The combined effect of habitat loss (3,911 acres), habitat degradation (e.g., recreational use by people in habitat areas), and habitat fragmentation and habitat isolation (e.g., open space areas separated by long distances of housing tracts, roads, bike ways, and hiking trails) would substantially reduce the wildlife value of the planning area; therefore, this impact is significant.

47-9

The objective of this mitigation measure is to compensate for the loss of grassland habitat, reduce habitat fragmentation, and maintain a large continuous tract of foraging and breeding habitat for wildlife. Therefore, Mitigation Measure 11.2 has been amended to require a large area of open space as part of the planning process associated with the development of Tassajara Valley. Refer to Errata 39-13 for text revisions. To offset the impacts on habitat loss, the property would be managed similarly to the open space areas in the planning area, except that intensive public recreation should be prohibited.

- 47-11 The intent of mitigation measure 11.7 is to prevent degradation and disturbance of wetlands by domestic range animals (e.g., cattle and sheep) and humans. The fencing should be permanent. The fence should be designed to prevent humans, cattle, and sheep access to wetlands and mitigation areas. The fence should allow small mammal access to these areas, although this could also allow cat and small dog access.
- 47-12 The Draft EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 47-13 The Draft EIR is amended to include this information as noted in the comment letter and as shown in the Errata.



100-1-1 AM:43

REPT


Re: Dougherty Valley Draft Environmental Impact Report
County File #2-91-SR

As you know, Gibbs & Associates, on behalf of Shapell Industries, has been working with the school district and state over the past four years to ensure that there are adequate school facilities to meet the long term needs of the San Ramon Valley.

page two
DEIR - schools
August 3, 1992

Additionally, this analysis excludes any application of the recently approved \$40 million General Obligation Bond funds for new school facility construction. It is anticipated that at least one new elementary and one new intermediate school will be constructed with these funds.

Very truly yours,


Gary Gibbs

GBG/hg

*under current state legislation and match program, the district could receive a maximum of \$107 million.

48-1 The estimate of funding mechanisms for school facilities in this comment letter contains several inaccuracies. First, the comment letter indicates that AB 2926 developer fees will generate an estimated \$38 million. However, under the current developer agreements between the District and Shapell, credits are given to Shapell for the construction of the elementary school. The dedication of 120 acres of land and the construction of an elementary school are connected to reductions in developer fees and participation in the state building program. Therefore, the \$38 million would be reduced by the number of credits accrued by Shapell (O'Connor pers. comm.).

The comment indicates that under state legislation and match programs, the District could receive a maximum of \$107 million. However, participation in the current state program is dependent on the continuation of state building funds. Funding availability is limited and requires the District to offer a year-round program and to load its schools at approximately 120% student capacity. It is not the intent of the board of education to require students to attend year-round schools throughout the District (O'Connor pers. comm.). Refer to Errata 7-36 in the Final EIR.

48-2 There is no indication that the SRVUSD will implement a year-round school program in the near future. Given the uncertainty of changes to the school system, the Draft EIR assumes that the schools will not go to a year-round system. A year-round system is able to house 20% more students but would also increase operational costs by approximately 4% (O'Connor pers. comm.). No changes to the Final EIR are required.

48-3 There is no provision for the application of the recently approved \$40 million general obligation bond funds for new school facility construction to Dougherty Valley. Those funds will be applied in the SRVUSD for schools within the City of San Ramon and Tassajara Valley. Therefore, one new elementary and one new intermediate school are not expected to be constructed in the Dougherty Valley with these funds (O'Connor pers comm.).

Kids Country

San Ramon Valley School Age Child Care Alliance



Executive Director

June Harrison
Main Office

743-9108

743-9109

Boards of Directors

Ken Todokl

Jeff Eorio

Virginia Jouris

Claudia Nemir

Joan Buchanan

Carla Nelson

Jan Turk

Elementary School Child Care Centers

John Baldwin
Center
Danville
831-3530

Bollinger Canyon
Center
San Ramon
275-0574

Country Club
Center
San Ramon
828-4830

Walt Disney
Center
San Ramon
828-5221

Greenbrook
Center
Danville
831-8561

Montevideo
Center
San Ramon
828-6717

Vista Grande
Center
Danville
837-0330

92 AUG -3 PM 4:25

COMMUNITY
DEVELOPMENT DEPT

To James W Cutler,
Contra Costa County
Community Development Department
Martinez.

From: June Harrison
Executive Director
Kids Country.

Subject: Dougherty Valley - Draft Environmental
Report: County File #2-9-SR

Upon reviewing the plan document on the issues relating to child care, it seems that the DEIR needs to acknowledge the need for more discussion on the impact new schools will have on the requirement for child care.

Mitigation Measure 5.21 should be modified to ensure the timely planning of child care facilities to coincide with the planning and construction of new elementary schools. Indicating capacity assumptions, maximum timelines to commence and complete construction. In addition the mitigation measure should require the establishment of an acceptable funding mechanism, together with a cost distribution plan and payment schedule for two modular buildings capable of housing between 70 and 80 children at any one time. These buildings to be located at each new elementary school site.

Furthermore, if this general plan is adopted and the School District is designated a growth area, and year round schooling is contemplated. Then the impact on existing child care facilities would be substantially more severe than contemplated in the EIR. With 20% of the school population needing full time care at any one time, together with the children already needing before and after care, I estimate that our enrollment would increase by at least 50%, necessitating the addition of one more building at each center converted to a year round operation. Therefore developers should be required to pay the costs of these buildings.

Kids Country

San Ramon Valley School Age Child Care Alliance



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2 Elementary School Child Care Centers

John Baldwin
Center
Danville
31-3530

3 Bollinger Canyon Center
San Ramon
275-0574

Country Club Center
San Ramon
2-4830

Walt Disney Center
San Ramon
-5221

4 Greenbrook Center
Danville
8561

Montevideo Center
San Ramon
7717

Vista Grande Center
Danville
330

Page 5-16 Amendment

This should read " Child Care facilities operated by the San Ramon Valley School Age Child Care Alliance at nine of the Districts elementary schools".

5

Page 5-17 Amendment.

The California Dept of Social Services no longer require 35 square feet of indoor space per child if the buildings used are regular school buildings or could be designated as such. Inspected and certified by the Office of the State Architect, the buildings would be licensed based on the Fire Marshall's assessment of the capacity, in-line with normal school capacity.

6

Page 5-29 Policy 7-2 Amendment to be modified to read: All costs of schools and child care facilities on school grounds.

7

Page 5-58 The first paragraph should be amended to read: Child Care Facilities grades k-6th grade would be planned by the school District and operated by Kids Country or other qualified Provider.

8

Provisions for Pre-school and middle school child care facilities should be provided if numbers warrant this. However it should be noted that these programs would be outside the scope of Kids Country operations which are for School Age Programs only.

9

Mitigation measures

5.25 Stress should be placed upon the desirability of locating School Age Care programs on School Grounds to avoid the impact of "off site" traffic.

10

5.26 The planning of all child care facilities should be incorporated into the master plan of each elementary school.

11

Given the age of middle - school children, child care at middle schools need only be a drop-in recreational program. Perhaps administered by the City Parks & Community Services Department. A regular licensed facility would not be required.

12

- 49-1 Please refer to response to comments 49-2 through 49-12.
- 49-2 The recommendation to include timing considerations in childcare and school mitigation measures is hereby included in Mitigation Measure 5.15 in the Final EIR. Please refer to the Errata in the Final EIR.
- 49-3 Mitigation Measure 5.26b is added to require modular buildings capable of housing between 70 and 80 children at any one time at each new elementary school site. Please refer to the Errata in the Final EIR.
- 49-4 The SRVUSD does not plan to switch to year-round schedules. Mitigation Measure 5.26b will mitigate for most anticipated childcare needs. Refer to response to comment 48-2 regarding assumptions of year-round schooling.
- 49-5 The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 49-6 Please refer to the Errata in the Final EIR for changes made to include changes to the California Department of Social Services' standards for childcare facilities.
- 49-7 The comment identifies a suggested amendment to the County's general plan policies. The EIR analyzes impacts based on current general plan policies. Amendments to general plan policies must be addressed by the County.
- 49-8 The EIR is amended to include this information as noted in the comment letter and as shown in the Errata.
- 49-9 The EIR is amended to include this information as noted in the comment letter and as shown in Errata 49-8 in the Final EIR.
- 49-10 The EIR is amended to include consideration of "offsite" traffic in planning childcare facilities. Please refer to Errata 49-2 in the Final EIR.
- 49-11 Please refer to response to comment 49-3 and Errata 49-3.
- 49-12 Comment noted. Details for the middle school childcare facility will be addressed in the school plan for that facility.

August 4, 1992

Mr. James W. Cutler
Assistant Director of Comprehensive Planning
CONTRA COSTA COUNTY
651 Pine Street, North Wing - 4th Floor
Martinez, California 94553

Re: Draft Environmental Impact Report, Dougherty Valley Project,
County File: 2-91-SR

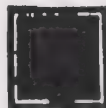
Dear Mr. Cutler:

Robert Muir Graves, Golf Course Design and Development, prepared preliminary plans for the golf course at Gale Ranch. One of the goals of the preliminary design was to minimize stormwater runoff into Coyote Creek to protect aquatic life and native plants. One of the major design features to accomplish this goal was the maintenance of a 50 foot buffer on each side of Coyote Creek through the length of the golf course. In this buffer there will be no golf course grading or irrigation, and native plant species will be added.

The preliminary grading plan will ensure stormwater and irrigation runoff are controlled on-site. Turf grass has one of the lowest runoff coefficients of any surface (0.10 to 0.35). Virtually 100% of the Gale Ranch Golf Course (except for bunkers and cart paths) will be dense turfgrass or hydroseeded grassy slopes. During irrigation and light rainfall, precipitation will be absorbed into the turf and soil without excess runoff. This also applies to most applied pesticides, fertilizers, etc., which percolate downward into the soil and are taken up by the root system or are broken down in the soil.

For runoff created during higher intensity storms, careful management of storm drainage will ensure runoff is retained on-site and sensitive drainage ways are avoided. Retention basins, created at the bottom of Coyote Creek, will capture a great deal of runoff before it leaves the site. Subdrainages will be created on the golf course by grading most turfed slopes (playing areas) to direct storm runoff toward grassed swales and away from the creek. Swales will also be constructed at the downslope margins of all turfed and irrigated areas. If necessary, a small berm will be graded between the Coyote Creek buffer and maintained turfgrass areas to keep excess runoff from entering the creek.

Another factor in runoff is the steepness and length of slope. Long slopes, which increase the velocity of runoff, are broken up by mounding greens,



ROBERT
MUIR
GRAVES
LIMITED

Golf Course Design
& Development

Robert Muir Graves, MCCA
Liamson PASCARET, MCCA
Michael Stahl
Neal McLaughlin
John J. Bush
Daniel Bucko

825 Ygnacio Valley Road
Suite 235
Walrus Creek
California
94598
FAX 610 816 1528
Phone 510 939 8300

August 4, 1992
Mr. James W. Cutler
CONTRA COSTA COUNTY
Page Two

tees, and bunkers which are typical golf course components. Among these features are grassed swales which direct runoff away from sensitive golf course features; greens, tees, and fairways; and into rough and off playing areas.

The greens are the most maintenance intensive portions of the golf course. The soil mixture is mostly sand with some organic matter to promote rapid drainage through the green surface. A series of sub-surface drains below the green surface collect excess water and direct it toward grassed swales where excess water will percolate into the soil.

Excess runoff cannot be entirely eliminated from the golf course. However, it can be minimized using the grading and drainage principles described here. These grading principles will be more fully articulated in the development of detailed grading and drainage plans. These principles, in combination with management and maintenance practices which minimize the use of chemical fertilizers and pesticides and apply them properly, should ensure Coyote Creek is protected.

With regards,

Daniel Bucko
Golf Course Architect
ROBERT MUIR GRAVES
GOLF COURSE DESIGN & DEVELOPMENT

DB/dlg

cc: Anne Danforth
McCutchen, Doyle, Brown & Enersen
Tom Koch - Shapell Industries



ROBERT
MUIR
GRAVES
LIMITED

LETTER NO. 50

- 50-1 Implementing the design measures described by the commenter would reduce the impact of increased erosion during construction to a less-than-significant level; therefore, Comments 50-1 through 50-6 are incorporated as mitigation measures. Refer to the Errata for text revisions.
- 50-2 Refer to response to Comment 50-1.
- 50-3 Refer to response to Comment 50-1.
- 50-4 Refer to response to Comment 50-1.
- 50-5 Refer to response to Comment 50-1.
- 50-6 Refer to response to Comment 50-1.



RECEIVED
AUG 7 1992
DEPT

August 6, 1992

Mr. James W. Cutler
Community Development Dept.
Contra Cost County
651 Pine St., 4th Floor - No. Wing
Martinez, CA 94553-0095

Re: Draft Environmental Impact Report
Dougherty Valley General Plan Amendment, Specific Plan
and Related Actions

Dear Mr. Cutler:

This letter is to request copies of the following documents which are available for public review:

1. Biological Surveys of the Dougherty Valley Specific Plan Area (EIP Associates 1990);
2. Final Results of Surveys for San Joaquin Kit Fox and Burrowing Owl in the Dougherty Valley, Contra Costa County (Western Ecological Services Company 1991);
3. Biological Survey of the Alamo Creek Study Area (Santina & Thompson 1981);
4. Potential Impacts, Planning Considerations, and Mitigation Recommendations for San Joaquin Kit Fox and Burrowing Owl Resulting from Development in the Dougherty Valley, Contra Costa County (Western Ecological Services Company 1991); and

Mr. James Cutler
August 6, 1992
Page 2

5. Results of Supplemental Surveys for San Joaquin Kit Fox on the Dougherty Valley Project Site (Western Ecological Services Company 1991).

Please forward these documents to Brian Ghielmetti, c/o Signature Properties, Inc., 6612 Owens Dr., Pleasanton, CA 94588. We will forward a check for your costs upon receiving your invoice. If you have any questions, please call me at (510) 463-1122.

Sincerely,

Brian Ghielmetti

/sb

51-1

Comment noted. The requested information is on file at the Contra Costa County Community Development Department and is available on request.

August 2, 1992

James W. Cutler, Assistant Director,
Planning Community Development Dept.
651 Pine St., 4th Floor, N.Wing
Martinez, CA 94553-0095

Re: DEIR for D.V.S.P., File #2-91-SR.

Dear Mr. Cutler,

My review of the DEIR on the County's Dougherty Valley Specific Plan reveals two fundamental problems.

- 1) The EIR in its present form will be inadequate.
- 2) The Plan itself appears fatally incompatible with the County General Plan.

By category....

Visual Qualities (Slopes and Hills)

The setting as presented in the DEIR is illusionary.

More to the point, the people in the surrounding communities are growing more sensitive to the destruction of their remaining hilly and ridgeline dominated viewsheds and open space.

Strong hillside protection was adopted in San Ramon after nearly 4,000 signatures were gathered on a SAVE OUR HILLS Petition.

Ordinance was re-affirmed last election when a Measure (L) to severely weaken it was defeated by a 2 to 1 margin.

In Pleasanton, a measure to allow 2,500 homes in the western ridges was overwhelmingly defeated, 80% to 20%.

In Dublin a grass-roots organization (Dublin Citizens Committee) has apparently in a very short time frame, gathered enough signatures to referend a plan for 3,500 units and a golf course in the hills to the west of that city.

Into this setting we find the County, at the request of powerful land developers, interjecting itself in an aggressive and hostile manner to push a plan that will include the mass grading of literally thousands of acres of hills and ridges.

The situation is indeed services both environmentally and politically; and this EIR has failed to present the actual context into which this plan is being interjected.

The EIR needs to look in much greater detail at the violations of Measure C (65/35) as well as other General Plan criteria for the preservation of slopes and hillsides.

Measure C (65/35), which is now an integral-and inalterable-part of the County General Plan. It does not "discourage" "excessive" development on slopes of 26% grade or more. It is, in fact, much more direct:

"Development on open hillsides and significant ridgelines throughout the county shall be restricted, and hillsides with a grade of 26% or greater shall be protected...."

To better understand how we should "interpret" this language, we need only look to point five in the Measure's summary:

"• Protect open hillsides and significant ridgelines throughout the County from development..." (underlines added).

Nowhere in the initiative is there exception given to Specific Plans.

Nowhere is it stated the 26% criteria will apply only outside the U.L.L.

Nowhere in the definitions section is there a qualifying statement that could be "interpreted" as making this project legal; such as:

- "Restrict: to allow the alteration or removal as needed to facilitate development.
Protect: to change, disregard, flatten, remove, build over, or otherwise destroy."

Without these kinds of exclusionary clauses, a reasonable person would have to conclude that the mass grading (630 acres) of hills of 26% slope, or more, will result in 'mass' violations of the Measure C (65/35) preservationist components of the County General Plan.

Also in imminent danger of violation by this plan is the following section of Measure C:

"...LAFCO shall be advised to...apply the stricter of the growth management standards of either the county, or incorporating, or annexing city, or service district...."

Advise is indicative of underlying police.

San Ramon, has the stricter growth management plan.

The legal ramifications of Measure C violations are profound, and need an objective evaluation by this EIR.

The EIR also needs to look at all County General Plan Policies, having to do with environmental preservation to better present both the degree of environmental impacts and the degree to which this plan will be inconsistent with the General Plan. (see final category, this letter; Delineation...).

In addition to Measure C components, particularly noteworthy are:

"9-14 ...filling in canyons or removing hilltops to be avoided."

The EIR should tell us how many land forms that could reasonably be characterized as hilltops will be removed, or build over, or destroyed.

"9-12 Any new development shall be encouraged to conform with the natural contours to avoid excessive grading."

Is this policy also rendered meaningless by the mass grading planned for Dougherty Valley?

"10-28: Generally residential density shall decrease as slopes increase, especially above 15% slope"

Would it prove useful to map slopes of 15% or more to understand the impacts in these areas, or would it suffice to say the plan also ignores this policy as well?

The DEIR notes several open space areas will be isolated by the proposed development and that it appears a violation of policies 8-17 to 8-15. The mitigations suggested don't eliminate these violations, and, in fact, it is unclear whether the proposal of a conservation easement on the eastern properties and an endowment for management costs are even remotely plausible.

The problems with open space as presently configured, simply in terms of possible stewardship by East Bay Parks, need to be examined, more fully and mitigations should also be presented in terms of potential for actuation.

Wetlands

The DEIR leaves unclear the degree of resolution of the wetlands mitigation requirements of the EPA through the Army Corp of Engineers.

Have cooperative studies been undertaken with the Corp?

Do they include State Fish and Game?

Have proposed mitigations been agreed to be the Corp, and Fish and Game?

Has even a process for mitigation been agreed upon?

Will this plan be approved without satisfaction of the 404 Permit requirements and without a permit being issued?

The DEIR still needs to inform us as to how many total acres of wetlands, and miles of seasonal/perennial creeks, will be destroyed or "moved".

Water

A secure and long term source of water has not been assured for this plan.

Therefore, approval would appear to be a violation of tenets relating to this incorporated into the General Plan through voter approved initiatives. The EIR should evaluate the legal aspects of the D.V.S.P. as it relates to water provision.

The EIR remains incomplete so long as it only acknowledges both off site and on site environmental impacts resulting from water service infrastructure construction necessitated by the plan.

Since the impacts are a direct result of this plan, and they will happen as the plan is implemented, and EBMUD has been identified in the Specific Plan as the utility to provide water, the EIR has a C.E.Q.A. obligation to examine the impacts. There is sufficient information and expertise available right now to proceed. To suggest the matter of who will provide the water is too "speculative", or needs detail only available at a "latter stage" begs the question.

Traffic

No matter what studies may suggest or jurisdiction plan, traffic congestion simply gets worse and worse. A basis mathematical evaluation of the problem is quite revealing.

The County General Plan Congress a few years back concluded roughly \$5,000,000,000, would be needed over a 20 years period to expand and improve roadways just to maintain present levels of service. Over this same time frame, it is estimated County population will increase by 186,000 people. This will translate to around 64,000 housing units being built.

The cost of traffic mitigations over this time period-just to maintain present service levels- per new housing unit constructed comes to a staggering \$86,000, per unit!

Traffic fees on new homes never vary from the \$1500 to \$7,000, range. Which means traffic impact costs of about \$80,000 per unit will need to be funded from other sources; a monumental and virtually impossible undertaking even including the standard source for large sums of money-the taxpayer.

Assuming the traffic issue will be addressed as it has in the past, the inevitable outcome will be two fold:

- 1) Higher fees and taxes on people already living here to pay for growth caused traffic impacts.
- 2) Continued degrading of traffic service levels as full funding for needed mitigation proves unobtainable. Either way the person already here will be paying for traffic impacts of growth.

This EIR has yet to even broach the subject of traffic impacts of this project upon the finances and quality of life of those already living in the county.

The DEIR makes the astounding and nonsensical postulation that the project, with its total generation of 168,000 d.c.t.s, will slightly improve traffic conditions on I-680 except for the portion between Alcosta and I-580, and at several key intersections. Suggesting levels of service would often be worse without the project.

Clearly, some seriously flawed underlying assumptions need to be excised, and the traffic study needs to be re-done with a foundation in real world reality, not computer "reality".

For example:

- 1) Rate of jobs growth is not a constant. It will go down as availability of housing goes down. Therefore with the no project alternative the jobs growth rate will be notably slower, and therefore the amount of traffic in and out of Bishop Ranch will be less. At the same time, instead of 168,000 d.c.t.s generated by the Dougherty Valley Planning Area, there will be zero.
- 2) The taking of 11,000 units off the market by way of the no project alternative does not result in 11,000 units being added elsewhere in the region. Generally there will be 25,000 to 29,000 less people and 20,000 less cars in the region. This will result in less traffic.

One can always devise a computer program to arrive at a pre-disposed conclusion. However the situation is far too serious, and the potential for significant negative traffic impacts far too obvious to allow a traffic "study"-whether, intentionally or not-that aims more toward affirming a particular point of view rather than objectively replicating real world consequences. (Please see comment related to traffic last paragraph, Population and Housing section, this letter).

Traffic impacts evaluation needs to be done without a Bollinger Canyon extension, or Old Ranch Road improvements, or Crow Canyon Road improvements now envisioned by the D.V.S.P. Just because San Ramon plans for certain roadway expansions to facilitate their D.V.S.P. does not necessarily mean the city would be forthcoming with needed mitigations for a plan (by the County, of course) that was determined not to be in their best interest.

Can the project stand alone, without mitigation help from San Ramon?

If it can, how will this be done?

If it can't we need this determination now.

Schools

The DEIR is seriously deficient in its evaluation of the schools problem. While on the one hand acknowledging a \$73,000,000 shortfall in funding; on the other it offers "solutions" that are essentially vaporous.

Where will the \$73,000,000 come from?

Will it be the usual source-the local and regional taxpayers already living here?

If the necessary monies are not forthcoming, what will the effects be on the present quality of education?

Schools construction invariably lags behind new homes construction, sometimes by several years, as school boards and the state first have to see a "need". The overcrowding of existing facilities as a result of County planned Dougherty Valley development seems an all too real possibility.

Will the County be compelled to violate yet another General Plan Policy, this item #7.2:

"New development...should be required to pay all (schools) costs..."

The EIR needs to re-examine the schools issue in much greater depth than currently offered. We have yet to have the kind of information we need to fully appreciate both the problems and their solutions-if, in fact, there are solutions.

Population and Housing

Generally as residential and commercial growth expands into the open space edges around urban and metropolitan areas there tends to be a drawing away of the business vitality of the older, more centrally located portions of these areas-often referred to as the "inner city(s)".

This is a significant negative impact that has yet to be acknowledged, much less, examined by this EIR.

Indeed, what are the impacts on Richmond, Martinez, Oakland, Hayward, etc, as Dougherty Valley develops and tempts people and businesses away from other potential locations we might gently describe as "less desirable"?

Are mitigations possible? And, if so what would they be?

Jobs/housing balance is misleading terminology in that it implies commute balance. The EIR still needs to present us with realistic figures as to the percentage of new residents in Dougherty Valley that will be commuting locally and the percentage that will be heading for the freeways on their way to Walnut Creek, Concord, Livermore, Oakland, San Francisco, Hayward, etc.

Past experience indicates a reasonable estimate would be that 60% to 70% of commute trips, will be out of the local area.

In other words, as a direct result of this D.V.S.P., many thousands of cars will be added to the I-680/580/24/80 morning and evening commute grind. Another common sense fact of life that tends to undercut the bizarre implications in the EIR that traffic in Dougherty Valley really won't make much of a difference.

Phasing

The D.V.S.P. puts no upper limit on the rate of construction, and talks generally of providing "sufficient public improvements" to allow each phase of the project to "stand alone". In effect, saying; once roads and utilities are assured, market forces will govern the pace of growth.

The annual rate of growth (relative to San Ramon's population) could be anywhere from 2% to 15%, or even more were the market "hot".

This EIR will remain seriously deficient, until it presents fully, the potential for exacerbation of numerous and significant impact already identified, by a volatile rate of construction that could range up to several times the current rate of County population growth.

Police Services

Again the EIR fails to appreciate the significance of the problem.

A total of 5 officers from the Sheriff's Department and the occasional C.H.P. drive through for a city of nearly 30,000 people will be an open invitation to the criminal element to "come to Dougherty Valley". After all, there will be virtually no one here to impede your activities.

The EIR will have to get a more realistic grasp of the problem, and its solution. And, if the County "solution" is not sufficient we need to know that too.

Fiscal

A broad based fiscal analysis of the project should be done since its magnitude will undoubtedly lead to mitigation financing difficulties that will directly bear on the degree of various social and environmental impacts.

Police services is just one glaring example. In this case as in many others, without an analysis of both funds needed for adequate police protection and funding sources available, and the feasibility of those sources; we cannot as yet appreciate the likelihood and severity of the negative impacts on San Ramon's Police Services.

Trees

This project will have a tremendous off-site impact on trees. Primarily pine, but also oak, birch, redwood and others.

The EIR needs to give us some basic information as to the numbers of trees, as well as types, that will be cut down and milled in order to construct the 11,000 homes and various commercial centers planned.

If, for example, there are 5,000 board feet needed for a typical house, and there are 1,000 board feet in a full grown tree, then roughly 55,000 trees will need to be cut down as a result of this project.

With the no-project alternative, it appears that number would be zero, or close to zero. Since, as stated before, simply because a project does not go forward in one jurisdiction does not mean other jurisdictions will be increasing their planned housing to make up the difference.

Program vs Project EIR

The EIR purports to be a Project EIR. However its underlying structure as well as that of the D.V.S.P. are really that of a Program EIR.

In the interest of serving its proper C.E.Q.A. function, the EIR should either be re-defined to program status, or re-drafted, along with the Specific Plan to conform to the necessary details and plan particulars of a Project EIR.

Delineation of Violations of General Plan Policies

To better understand the overall social, environmental, and legal consequences of the D.V.S. ., a compilation of all General Plan Policies likely to be violated, should be done. An estimate as to the severity of the violation would prove useful as well.

The policies should be divided into two categories, each with its own sub-category.

- 1) All environmental, preservationist, policies at risk of being violated. With a sub-category of those which are in the General Plan as a result of Measure C (65/35) and are therefore inalterable.
- 2) All policies having to do with infrastructure and service maintenance (such as schools, roads, police, etc) that are at risk of being violated by this plan. The sub-category of this would be those policies in place as a result of Measure C ('88), the one-half cent sales tax measure. With particular attention given to the levels of service criteria, and the portion of the measure dealing with cooperative land-use undertakings between the County and cities within County boundaries.

For example, would the County's actions to rescind an M.O.U. entered into with San Ramon for the purposes of a cooperative planning procedure for Dougherty Valley; their decision to keep the EIR deliberation period truncated, in spite of numerous requests by cities for more time; and their decision to have a hired "administrator" hear EIR comments rather than the governing board, be considered consistent with Measure C's statements and intent on the subject of cooperation?

Sincerely,



Jim Blickenstaff
Resident of San Ramon
Director, Preserve Area Ridglands Committee
Council Member, City of San Ramon

cc: Interested Parties

Letter faxed, Aug. 4th.

- 52-1 Impacts of substantial alteration of natural landforms and 45% reduction in visually prominent open space have been identified as significant and unavoidable in the document, and mitigation measures have been identified that would reduce the impacts, but not to less-than-significant levels. No changes to the Final EIR are required.
- 52-2 Comment noted. See response to Comment 5-7.
- 52-3 The analysis of all applicable General Plan policies relating to environmental quality was considered as part of the Draft EIR analysis of each topic area under the heading "Relevant Contra Costa County Plan Policies" (e.g., for visual quality on page 15-10). However, a comprehensive interpretation of how the many General Plan goals and policies "both compatible and competing" interrelate as a framework is the responsibility of the County decision makers. A discussion of this topic is found in the Draft EIR under the heading "Interpretations of General Plan Goals and Policies" (page 4-32). See also response to Comment 35-13.
- 52-4 Refer to response to Comment 52-1.
- 52-5 The City of San Ramon General Plan policy for slopes over 15% does not apply to the County project. However, the County does have provisions for decreasing density on slopes greater than 20% (Policy 10-29). Grading on slopes between 20% and 26% is allowed, and the policy is not ignored. However, this policy has been interpreted to provide broad areas of open space and concentration of development density. The County general plan policies also include considerations for development on slopes over 26% and recognizes moderation in development as slopes increase.
- 52-6 The Draft EIR recommended mitigation measures that would reduce fragmentation but not eliminate it. The Draft EIR included mitigation measures that would reduce the impact of habitat fragmentation by requiring the project proponents or the County to maintain a large, contiguous tract of land for foraging and breeding habitat by purchasing or acquiring a conservation easement, or otherwise protecting from development the property or properties adjacent to the east of the planning area. Protection of this area would ensure that future habitat fragmentation would be minimized along the eastern side of the planning area and that adequate wildlife corridors will remain along the east side of the planning area, thus maintaining a large contiguous area of foraging habitat for wildlife. Not all fragmentation would be eliminated in the planning area, but it would be substantially reduced.
- This mitigation measure has been modified to focus attention on future planning activities in Tassajara Valley as a means of achieving this end. The objectives are to protect this area from future development and maintain the area as wildlife habitat. Refer to response to Comment 46-8 for more information regarding which agency is responsible.

Refer to response to Comment 2-1 for additional information of wildlife habitat fragmentation issues.

- 52-7 Comments noted. Refer to response to Comments 3-3, 5-1, and 5-2. As stated on pages 11-8, 11-45, and 11-46, a detailed wetland delineation has not yet been undertaken by the project proponent or verified by the Corps. Mitigation Measure 11.8 indicated that the Contra Costa County Community Development Department should ensure that the project proponents have complied with Section 404 of the Clean Water Act before issuing a grading permit. Because the Section 404 process will not be complete before certification of the EIR, and because the project features are conceptual, an estimate of wetland acres affected cannot be provided. Based on existing information, we have concluded that wetland habitats could be impacted by the project and that such impacts would be significant. Mitigation is described to offset such impacts. A more precise estimate is not required at this time.
- 52-8 Comment noted. Refer to the response to Comments 3-4, 5-1, and 5-2. Because of the preliminary nature of the project, sufficient information is unavailable to determine acres of affected wetlands; thus, a quantitative assessment of potentially affected wetlands was not included in the EIR. A quantitative wetland impact assessment would likely be required prior to issuance of a Section 404 permit and later in the development plan process.
- 52-9 Comments noted. Refer to Comments 18-2 through 18-9.
- 52-10 Comment noted. Refer to Comments 18-2 through 18-9.
- 52-11 Comment noted. Mitigation measures to address funding circulation improvements are projected to mitigate for fiscal impacts on current residents. Please refer to Mitigation Measures 6.1 through 6.11 in the Draft EIR. The Draft EIR identifies significant traffic impacts without the project. Mitigation Measure 6.3 (renumbered as Mitigation Measure 6.5 in revised Chapter 6 in the Errata - Attachment 2) requires the project proponents to participate in a regional transportation mitigation program that could include a fee to cover the project's share of the regional transportation costs.
- 52-12 Refer to response to Comment 6-31.
- 52-13 Refer to response to Comment 8-17.
- 52-14 The primary facility extending into the Dougherty Valley Specific Plan area will be the easterly extension of Bollinger Canyon Road to Dougherty Road. Ultimately, it will carry about 20-30% of the project-related traffic. Contrary to the comment, no improvements are planned on Crow Canyon Road in the project area, and although Old Ranch Road will be widened from two to four lanes, it will carry a relatively low proportion of the Dougherty Valley traffic.

If Bollinger Canyon Road were not extended, the travel into and out of Dougherty Valley would rely on the three other arterial connections to Dougherty Road and Tassajara Road, which also lead via Crow Canyon Road and Camino Tassajara to regional destinations. A proportionately greater impact would be seen on these facilities. Assuming an even distribution of travel among the three remaining connections, the proportion of Dougherty Valley traffic would increase on these routes by roughly 10%. The traffic analysis previously showed many of the intersections along these roadways to be significantly affected with the Bollinger Canyon Road extension, and these impacts would be magnified without it. It is likely that the added traffic in this hypothetical case could not be served adequately with the planned or mitigated roadway improvements.

- 52-15 Mitigation Measure 5.22 conditions the approval of final and neighborhood development plans and tentative maps on the availability of adequate school facilities. This mitigation measure ensures that the present quality of education will not be affected by project development. Please refer to response to comments 41-12 and 48-1 regarding the schools funding discussion. Refer to Chapter A, "Introduction", in this document and response to Comment 5-89.
- 52-16 Please refer to response to Comments 41-12 and 52-15.
- 52-17 The comment is a hypothetical statement about the creation of inner cities. There is no clear evidence that this would occur; in fact, the project could have the opposite effect and improve existing and future commercial areas.
- Both situations are hypothetical and do not require analysis in the EIR because Section 15131 of the State CEQA Guidelines states that "economic or social effects of a project shall not be treated as significant effects on the environment." No changes to the Final EIR are required.
- 52-18 Please refer to revised Appendix D and revision to the "Circulation" chapter for the traffic generation figures. The jobs/housing balance refers to the ratio of jobs to houses and does not attempt to quantify commute times. No changes to the Final EIR are required.
- 52-19 As required by CEQA, the Draft EIR presents an analysis of the cumulative impacts of "reasonably foreseen" development in the Tri-Valley region (see Draft EIR pages 17-4 through 17-9 and more detailed discussions of cumulative impacts under each topic within the Draft EIR).
- 52-20 Comment noted. The analysis of police service was based on level of service standards adopted by the County and the opinions of agency professionals (see Draft EIR pages 5-48 and 5-49).
- 52-21 See response to Comments 5-7 and 5-89.

- 52-22 Secondary consumption of natural resources by development of the project is considered a "significant irreversible environmental change" (page 17-2). Although this section explicitly identifies consumption of nonrenewable natural resources (such as energy), the significant consumption of wood materials could be considered a significant and irreversible commitment of these renewable resources to this project, precluding their preservation or use elsewhere. The Final EIR has been amended to explicitly identify this impact. See the Errata.
- 52-23 See response to Comments 5-1 and 5-2.
- 52-24 See response to Comment 52-3.

LUCY E. MCMILLAN
326 Deepcreek Ct.
Danville, CA 94508
(510) 736-2403

July 17, 1992

James W. Cutler
Assistant Director Comprehensive Planning
Community Development Department
County Administrative Building
651 Pine Street
4th floor North Wing
Martinez, CA 94553

Re: County File #2-91-SR

Dear Mr. Cutler,

I am a resident of a 400-home, County-managed project. It is from this vantage point that my concerns arise as to the County's ability to manage a project of the size of Dougherty Valley. Our Board of Directors is appalled at the County officials lack of ability and willingness to compel the developer to meet the standards and Conditions of Approval. The attached letter from the Association's attorney to Supervisor Schroder, Incorporated in this letter by reference, provides detailed evidence of the County's failures.

The Dougherty Valley Project will have an adverse effect on the quality of my family's life, as well as all the residents of Shadow Creek. The following are some specific concerns that I would like addressed:

Traffic

According to the DEIR, the ADT in the vicinity of Shadow Creek will increase from the current 14,000 to 28,200 by 2010. The assumption is that without the project, the ADT will be 25,300. What is the basis for these assumptions? There is no mention of the peak hour loading, yet peak hour has a much more significant impact to the residents of Shadow Creek, most of whom must commute to work. How do you propose to mitigate the noise? Soundwalls are of little use to homes that are above the top of the soundwall. What about air quality concerns? I personally commuted down Ygnacio Valley Rd. for a number of years until I could stand it no longer. You are proposing to turn Crow Canyon Rd. into a commuter's nightmare, far worse than Ygnacio Valley Rd.

Cutler

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July 17, 1992

The DEIR claims that the overwhelming majority of the future Dougherty Valley residents will work in San Ramon, Pleasanton or elsewhere in the Tri-Valley Region. Where is the documentation to substantiate this claim? No survey was performed in our development or surrounding developments to document this claim. I am one of the fortunate few who work locally, but from my experience that is not the general case. Using what I believe is a faulty assumption, you have failed to adequately address the project's increased traffic load on 680. Traffic is already at a maximum, frequently coming to a crawl during Friday afternoons. Are we doomed to become a sister city to LA?

Sheriff Services

We recently had an occasion to call the sheriff to respond to an incident. Another Board member and I had to wait 40 minutes for the sheriff to respond while we kept the intruder trapped in the clubhouse late at night. The DEIR proposes to maintain this inadequate level of service or let it slip further.

Schools

I have two children in middle school. They are currently being bussed 6 miles each way, and they must wait 1 hour for the bus to pick them up after school. Even if I could drive them, the traffic on the road is already at a hazardous level. The school is also overcrowded with the situation expected only to get worse. What assurances will be incorporated into the DEIR as mitigation measures that the next 500 homes developed will not have to use our already overcrowded schools? What about the subsequent 10,500 homes?

Parks

Sports are extremely important to the development of our children. We currently have sports parks that are just adequate to meet the needs of the existing homes, and those have been provided by the town of Danville. How many more homes will be added before a new park is developed?

Monitoring and Enforcement

My greatest concern based on previous experience, is that the County and developer will make agreements, but no one will monitor, and no one will enforce. A comprehensive monitoring program must be established for all aspects of the project. If development occurs and the assumptions that were the basis of project approvals do not prove to be accurate, such that greater impacts will be realized, building should cease until impacts can be properly and fully mitigated. If no mitigation is possible, building should cease. Semi-annual monitoring reports pertaining to all aspects of project

Cutler

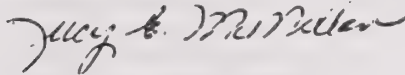
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July 17, 1992

development should be required to be submitted by the developer to the County and to the adjacent cities of Dublin, Danville and San Ramon. The County must face severe consequences if the mitigation and monitoring requirements are not enforced.

Thank you for this opportunity to present my concerns. I am looking forward to your response.

Sincerely,



Lucy E. McMillan, R.C. E.

9

TYLER P. BERDING
STEVEN S. WEIL
JAMES O. DEVEREAUX
DIANA L. GUIDO

LARRY F. RUSSELL
GLENN KO MAU
BRIAN T. BONNEY
JOHN D. ROYAL
JUDITH L. ALEX

BERDING & WEIL
ATTORNEYS AT LAW

3240 STONE VALLEY ROAD WEST
SUITE 202
ALAMO, CALIFORNIA 94507
510/838-2090
FAX 510/820-5592

April 10, 1992

Mr. Robert I. Schroder, Supervisor
Contra Costa County Board of Supervisors
510 La Gonda Way
Danville, CA 94526

RE: Shadow Creek Development

Dear Supervisor Schroder:

We represent the Shadow Creek Residents Association, a development of nearly 450 single-family homes along the Camino Tassajara corridor in Danville. The Board of Directors of the Association has asked that we contact you to express both the dismay and the growing anger of members of the Association regarding the manner in which Shadow Creek has been developed. Further, the Association seeks your help in forestalling the County's final acceptance of dedicated areas within the development until the developer, Dame Construction, fulfills its obligations as found in the subdivision's Development Agreement and its Conditions of Approval.

There are several portions of Shadow Creek which are intended for dedication to the County -- each is either incomplete, inadequately developed, poorly constructed, or abysmally maintained. The Association is appalled that various County officials lack the ability, authority, or willingness to compel the developer to meet the standards voluntarily agreed to when the March 1988 Development Agreement was signed.

The Association today finds itself overlooking a detention basin which was developed without comprehensive landscape plans -- and looks like it. The County had an obligation to approve complete development plans for all areas of Shadow Creek -- including landscape design for the detention basin -- and in fact such plans do exist. County officials have told the Association, however, that they cannot hold the developer to any landscape plans because they cannot recall ever officially approving them! This lapse of civic duty has resulted in the developer's providing only the minimum of landscape material, with shoddy installation of these materials and virtually no on-going maintenance pending County acceptance of the parcel.

Robert I. Schroder, Supervisor
Contra Costa County Board of Supervisors
April 10, 1992
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The County has informed the Association that it will soon accept title to this parcel of land and is willing to do so *despite* the paucity of its landscaping and its weed-ridden and horribly derelict appearance. The County plans to maintain the site through assessment district monies collected from Shadow Creek residents, and Public Works intends to use a portion of the accumulated funds to restore the landscaping and install needed plantings at the site. Residents of Tract 7040 are, therefore, being taxed as much as \$300.00 per year to pay for, among other things, *remediation* of the basin's landscaping simply because County officials cannot or will not insist the developer do so as a condition of acceptance. These citizens have already paid for the development of the detention basin and its landscaping through the purchase price of their homes; to be now assessed by the County to have it done right is insulting and a breach of civic trust.

The Tentative Vesting Map and Final Subdivision Plan for Shadow Creek, as approved by the County Board of Supervisors and upon which the binding Conditions of Approval are based, reveals that the detention basin was originally intended to be a seasonal playing field for the children of the development, with manicured turf in the dry seasons when residents would be out enjoying the territory surrounding their homes. In 1988, however, when Dame Construction found itself with requirements from the U.S. Corps of Engineers and the State Department of Fish and Game to further mitigate alterations to the natural watershed, the County allowed the developer to use the detention basin site for this additional mitigation. Thus the basin was altered from a seasonal storage facility for storm run-off to a permanent wetlands -- gone was the recreational area for the residents of Shadow Creek. The County did not, however, insist the developer create an alternative recreational site, although open space land does exist which could easily have been used for this purpose. Today, the children of Shadow Creek play in the streets of the development, as no parkland is available. The Board of Directors and residents of the community are understandably upset that the County failed to address such needs during development of the subdivision.

A second and similar situation exists with the development and current condition of the streetscapes at the entrances to Shadow Creek. These Association-owned areas are intended for dedication to the County for maintenance purposes, also funded through County assessment of Shadow Creek's owners. These streetscapes were subject to County-approved landscape plans, plans which the developer's landscaper then cavalierly ignored when installing irrigation and plant materials. Despite the vehement objections of the Board of Directors, the developer presented "as-builts" to the County in the expectation that acceptance would be uncritically forthcoming. Pending acceptance, Dame's maintenance of the streetscapes has been minimal at best, with weeds spreading to several feet in width and gophers burrowing extensively and happily without worry of being disturbed.

Robert I. Schroder, Supervisor
Contra Costa County Board of Supervisors
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That County administrators are even contemplating acceptance of these streetscapes in their current condition is beyond belief. Due solely to Association pressure, County administrators have required the developer to present upgraded plans for the streetscapes, which must be studied to ascertain that the development's entrances will now be attractive and easily maintainable. Meanwhile, however, the developer has made no effort even to have the weeds pulled while this matter is being contested, nor has the Association received any assurance from the County that taxpayer-collected funds will not be used to do what Dame should be made to do -- abate the weeds and rodent infestation.

As well, the Board wishes you to be informed that the street lights will shortly be turned off throughout Shadow Creek while the County and Dame wrestle over final acceptance of the publicly dedicated streets. We understand that the recent heavy rains revealed drainage defects, but that Dame Construction is demanding final acceptance of the streets whatever their condition. Fixing the streets and their drainage is not an alternative Dame is willing to entertain and, to punctuate this insistence, Dame has apparently relieved itself of any further obligation to pay the PG&E bill. This situation portends to jeopardize the health and safety of all residents within the development, and the Board requests your support in demanding that Dame meet its obligation to provide properly constructed streets and their lighting until acceptance is warranted.

There are, finally, major elements of the Development not subject to dedication, yet still under the purview of the County, which are substantially defective or built according to developer caprice rather than to approved plans. The Board has been advised that the 8-foot soundwall at the second entrance to Shadow Creek is failing due to an inadequately constructed footing. The entire soundwall itself was, per County-approved plans, to have been faced with a soft grey stone veneer, yet the wall was instead built of exposed block. A paved pedestrian trail through the community's open space was to have begun at Blackhawk Meadow Drive, yet the developer incomprehensively began it instead at the back gate to a pool enclosure on that street, necessitating a trudge through a muddy shrub bed to begin a stroll. The twelve-inch square stepping stones later placed through the shrub bed are inadequate for bicyclists and the handicapped, and are an insufficient solution on the part of the developer. County planners have, however, done nothing to compel correction of these construction deficiencies and unapproved unilateral modifications.

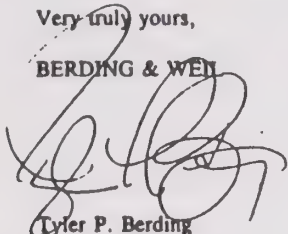
The Shadow Creek development is today experiencing the effects of bureaucratic mistakes, competing jurisdictions, developer insensitivity, low standards of workmanship, and unenforced Conditions of Approval. The expectation of the developer appears to be that whatever has been done should be unquestioningly approved after-the-fact and regardless of condition. The residents of Shadow Creek are united in resisting such a "back-door" approach to satisfying those County requirements to which Dame freely agreed.

Robert I. Schroder, Supervisor
Contra Costa County Board of Supervisors
April 10, 1992
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The Association asks you, as its elected representative on the Board of Supervisors, to stand with it in insisting that Shadow Creek be finalized properly and *only* when appropriate. Your intercession on behalf of these constituents and in your capacity as overseer of County administrative matters is requested.

Very truly yours,

BERDING & WEI



Tyler P. Berding

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cc: Board of Directors,
Shadow Creek Residents Assn.
All Members of Contra Costa County
Board of Supervisors
Larry Kaye, San Ramon Valley
Regional Planning Commission
Harvey Bragdon, Director of
Community Development
J. Michael Walford, Dir. of Public Works
Milton F. Kubicek, Deputy Director,
Public Works
Maurice E. Mitchell, Deputy Director,
Public Works
Mary Fleming, Zoning Administrator
Val Alexeeff, Director, Growth
Management/Environmental Development
Agency

- 53-1 The No-Project scenario traffic projections and impact analyses consider, among others, the planned growth within the Town of Danville and the Cities of San Ramon and Dublin that will add to the existing traffic volumes on Camino Tassajara. These background developments are assumed to be completed with or without the Dougherty Valley project because they are currently included in the general plans or are being actively reviewed as general plan amendments (as is the case in East Dublin).
- 53-2 It is generally agreed that the critical period for assessing traffic conditions is during the peak hours. The peak-hour traffic impacts are evaluated at major intersections within the study area. The Draft EIR studied 31 major intersections. Based on comments received, an additional 18 intersections have been included in the revised traffic analyses.
- 53-3 Where warranted by the results of the traffic noise modeling, mitigation to control traffic noise is specified in the form of setbacks, sound walls, and upgraded acoustical insulation. The Draft EIR specifically discusses the situation where homes are above the top of a sound wall. In this case, upgraded acoustical insulation is specified to provide an interior noise level of 45 dBA- L_{dn} . No changes to the Final EIR are required.
- 53-4 Refer to response to Comment 8-22.
- 53-5 Refer to response to Comment 52-20.
- 53-6 Refer to response to Comment 52-15.
- 53-7 Park land is provided to adequately meet the demands of the project. The phasing of the construction of the parks will be determined by the Community Development Department as part of the development plan process. No changes to the Final EIR are required.
- 53-8 Refer to response to Comment 5-9.
- 53-9 Refer to response to Comment 53-8.

GAYLE BISHOP
ATTORNEY AT LAW
CENTERPOINT BUILDING
18 CROW CANYON COURT, SUITE 230
SAN RAMON, CALIFORNIA 94583
TELEPHONE (415) 831-1183

July 12, 1991

Harvey Bragdon, Director/Zoning Administrator
Community Development Department
Contra Costa County
651 Pine Street, 4th Floor
Martinez, CA 94553

Re: Draft Environmental Impact Report
Dougherty Valley

Dear Mr. Bragdon:

The Draft Environmental Impact Report for the Dougherty Valley ("DEIR") fails to address significant and cumulative, adverse impacts that would result from the development project proposed by Shapell Industries of Northern California ("Shapell") and Windemere Ranch Partners ("Windemere"), (collectively referred to as "Dougherty"). The project as proposed does not comply with either the spirit or letter of the law as set forth in the California Environmental Quality Act of 1970 ("CEQA").

The County hearing scheduled for July 12, 1992, represents a breakdown of a process begun over six years ago. The review process has been irresponsible, and the County has subverted the land use planning process to the detriment of the residents of the San Ramon Valley, Walnut Creek and the entire TriValley area.

Process History. In approximately 1984 the Contra Costa Board of Supervisors adopted 2218RZ which sought to preserve the rural Tassajara/Dougherty area from premature development. In 1987, the Board under an outdated, internally inconsistent General Plan approved approximately 2500+ units in the Tassajara area in clear violation of 2218RZ. The County underwent a general plan review process where the citizen advisory group was split on urbanization of the area, and the staff of the Community Development Department recommended against imminent development in Dougherty.

It has long been recognized that the City of San Ramon will be most directly affected by development in the Dougherty Valley and is the logical jurisdiction to provide services to the area. Based upon that premise, the County and City of San Ramon entered into a Memorandum of Understanding ("MOU") to the effect that San Ramon would be the lead agency in the planning of Dougherty. When the citizens of San Ramon sought to preserve ridgelines and creek corridors thereby limiting growth in their overwhelming support of the Save Our Hills ordinance adopted by the City of San Ramon, the County, in a show of bad faith, breached the MOU.

Mr. Harvey Bragdon
July 12, 1992
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The rest is an oft-repeated history: dual processing with the County and City in competition to see who can best serve the developer--not the needs of the County's existing residents. My recommendation to the City of San Ramon would be to seek litigation alternatives to compel the County to live up to its commitment under the MOU.

The ultimate travesty is that the DEIR for the largest development that Contra Costa has ever seen is going to be reviewed by the Zoning Administrator, not the San Ramon Valley Regional Planning Commission ("SRVRPC"). Further, the process is being accelerated with comment period for the DEIR ending on July 23.

Both the County's DEIR and the City of San Ramon's Dougherty Valley Growth Management and Specific Plan make it abundantly clear that the 11,000 or up to 9,000 units proposed under the County and City respectively would result in not only further deterioration of our community's quality of life but would be disastrous.

Cumulative Impacts. While the County's DEIR does reference the Tassajara Valley Property Owners Association (5,000+ d.u.'s) proposed subdivision, it does not specifically address the impacts on San Ramon and Danville streets when taken in conjunction with Dougherty. Neither the County nor the City takes into account cumulative, regional impacts. While the proposed 11,000 dwelling units represent a new city of the approximate size of Danville, the following projects are not considered cumulatively: Livermore's Las Positas (10,000+ d.u.'s), Dublin West Side (3,100 d.u.'s), East Dublin (17,000+ d.u.'s), Pleasanton Ridgeland Development, and additional residential building within Hacienda.

Traffic and Circulation. The argument that congestion will grow worse no matter what happens in Dougherty is without merit. Empirically, one can observe that gridlock exists today along I680 during morning commute hours. Level of service F currently exists at several of the major intersections set forth in the DEIR. Impacts render compliance with growth management standards set forth in Measure "C" impossible. To proceed with the project as proposed is a further breach of the public trust; citizens are paying an additional 1/2 cent sales tax with the expectation that the County would invest funds in capital improvement projects providing traffic relief.

Air Quality. The DEIR does not adequately address the impacts on air quality associated with air pollution from additional vehicle trips generated by the project and emissions therefrom. These impacts are not capable of mitigation.

Schools. San Ramon Valley residents place the highest priority on quality education for their children. Expectations that our children will attend neighborhood schools in adequate facilities

Mr. Harvey Bragdon
July 12, 1992
Page Three

are soon extinguished after moving here. Repeatedly, as in the instant project, developers guarantee housing for new students. Not only has there not been housing for children of new residents but for years children within the same family are forced to attend up to three separate schools some ten miles apart. Golden View Elementary School which was to house Blackhawk children is filled with students from Canyon Lakes and Tassajara project students. New residents in Tassajara cannot be assured space for their children in the new Sycamore Elementary School.

Fire and Police Protection. With the reductions--closures of stations and cutbacks in patrols--contemplated under the current County budget, the additional demands for fire and police service cannot be met without enhanced revenue sources. Much of the open space will require increased fire protection.

Water Supply. In our fifth year of drought, residents living within East Bay Municipal Utility District ("EDMUD") are being subjected to punitive water rationing and allocations with no relief in sight. EDMUD has made clear its inability to service Dougherty and its intent not to extend its ultimate service boundaries. For the County to suggest EDMUD as the provider of water is to invite costly litigation.

Sewer Service. The acceptance by Central Sanitary District of TriValley Waste Water has possible catastrophic impacts on the health and public safety of Walnut Creek and San Ramon Valley residents. The San Ramon Valley trunk of Central San was so sized as to allow for 20 year storms; the potential for the overflow of raw sewage in peak storms in these areas is significant if 11,000 additional homes and others proposed for the TriValley area hook up to Central San. Additionally, the adverse impacts on Suisun Bay are significant when considering the discharge of treated or untreated sewage into the Bay.

Ridgelines and Visual Impacts. The citizens of San Ramon mandated that their hillsides were to be protected when they resoundingly defeated Measure L which sought to dilute the Save Our Hills ordinance. The County plan contemplates building on steeper hillside areas, especially in areas of Coyote Creek, Interior Ridge and Perimeter Ridges. The proposal to grade three million cubic yards is outrageous. The implementation of such a plan would not only destroy the scenic beauty of the area but invaluable wildlife habitat.

Fiscal Impacts. The County DEIR does not address fiscal impacts.

Phasing. The DEIR contemplates both Shapell and Windemere proceeding with development simultaneously from the North and South respectively--a blueprint for disaster. Infrastructure and schools

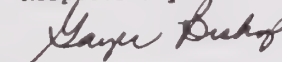
Mr. Harvey Bragdon
July 12, 1992
Page Four

must precede development. Periodic assessment of achievement of infrastructure and housing goals together with and evaluation of mitigation measures must occur for responsible growth management.

Alternatives. The only feasible alternative, given present significant constraints is the no-project alternative.

Balancing equities is essential in the land use planning process. Certification of the DEIR and approval for the project benefit only Windemere and Shapell. Denial of certification in recognition of the significant, unavoidable adverse impacts incapable of mitigation benefits our communities and the County.

Respectfully submitted,



GAYLE BISHOP

GB:kw
cc: Sunne Wright McPeak, Chair

- 54-1 See response to Comment 35-1.
- 54-2 Comment noted. This comment does not address the adequacy of the Draft EIR.
- 54-3 Comment noted. This comment does not address the adequacy of the Draft EIR.
- 54-4 The comment period was extended to August 4, 1992. See response to Comment 5-93.
- 54-5 As discussed on page 6-16 and shown in Table 6-3, the Cumulative Scenario includes development of existing general plans and pending general plan amendments for all vacant lands based on ABAG's *Projections 90*. This includes the Tassajara Valley, East Dublin, North and South Livermore, and the Pleasanton Ridge area. Also, the impact analysis of the Cumulative Scenario examines the major arterial streets and intersections in Danville and San Ramon east of I-680 that are likely to be used by Dougherty Valley traffic.
- 54-6 Refer to response to Comment 54-5.
- 54-7 The Draft EIR does not discuss, as such, the inevitability of traffic congestion. Rather, it evaluates the future traffic conditions at specific horizon years (2010 and Cumulative) given the full or partial completion of current general plans and general plan amendments. If changes are subsequently made to these general plans that will reduce the intensity of the forecasted travel demands, then the findings of the Draft EIR will overstate future traffic congestion.
- Congestion monitoring is a fundamental element of the Contra Costa Congestion Monitoring and Growth Management Programs. Annual monitoring and compliance with the minimum level of service standards is required for designated major road facilities. The Draft EIR identifies locations that are expected to exceed acceptable LOS conditions. As appropriate, mitigation measures have been identified. In several cases where capacity improvements are not sufficient to achieve acceptable conditions, Deficiency Plans will need to be developed to consider alternative means of maintaining compliance.
- 54-8 The air quality analysis estimated carbon monoxide concentrations produced by vehicles at 96 locations. The analysis included motor vehicle trips resulting from the proposed project plus vehicle trips resulting from cumulative development in areas outside of the project boundaries. Ozone precursor emissions from motor vehicles associated with the project were also estimated. The analysis indicates that there would be significant and unavoidable impacts associated with vehicle-related emissions. Mitigation measures can reduce these impacts, but not to a less-than-significant level.
- 54-9 Refer to response to Comments 39-23 and 52-15.

- 54-10 Mitigation measures in the EIR address the necessary fire and police protection services to meet the project demand. Funding of these services may involve various sources, including proponents' contributions tax revenues from the project (County) or the creation of an assessment district. Mitigation Measures 5.19 and 5.20 address the concern of open space fire protection. No change to the Draft EIR is required.
- 54-11 Comment noted.
- 54-12 Comment noted.
- 54-13 Comment noted.
- 54-14 As described in Chapter 15, the various significant visual impacts of the project are identified as unavoidable or partially or fully mitigable by implementing the mitigation measures described. No changes to the Final EIR are required.
- 54-15 Section 15131 of the State CEQA Guidelines states that "economic or social effects of a project shall not be treated as significant effects on the environment." Fiscal impacts are therefore not required in EIRs, unless there is a direct relationship between an environmental and an economic impact. No changes to the Final EIR are required.
- 54-16 See response to Comment 5-90. See also response to Comments 5-1, 5-2, 5-7, 5-9, 7-17, 26-2, 35-1, and 35-5.
- 54-17 Comment noted.

July 20, 1992

Mr. James W. Cutler
Assistant Director - Comprehensive Planning
Community Development Department
County Administration Building
51 Pine Street - 4th Floor, North Wing
Fardness, CA 94553-0095

Re: County File # 2-91-ER

Dear Mr. Cutler:

Thank you for the opportunity to comment on the County's Draft Environmental Impact Report pertaining to the above-referenced proposed development project for Dougherty Valley. As a Danville resident near the intersection of Crow Canyon Road and Camino Tassajara, I have serious concerns about the DEIR's overly optimistic forecast of the project's impacts, and the DEIR's lack of specific planning to mitigate and monitor those impacts.

My specific comments follow:

1. It appears to me that a very key "assumption" in the DEIR is that the proposed project is needed to meet the housing needs of the local job market such as in the Bishop Ranch area. This leads to the County's conclusion that the vast majority of the job-related trips would be local and not involve freeway usage. Yet the DEIR gives no detailed analysis of local job types, income levels and housing needs of the existing or the projected future local workforce. Likewise, there are no data on the current work locations and commute patterns of existing residents in this area. In my neighborhood, most of the workers currently commute out of this area for jobs. There is no sound basis offered to suggest why the job-location pattern of future residents would be any different. This whole topic of housing-job balance and commute pattern needs to be re-studied in the EIR, using worst-case scenarios rather than the optimistic scenarios in the DEIR.

2. There are already existing housing projects in the area that have slowed development due to low demand. A housing project the size of the one proposed by the County should not even be started until existing projects have been closed out. The DEIR should address this.

3. Perhaps partly as a result of Comment #1, the DEIR has serious flaws in its traffic analysis. For example, the conclusion that future traffic on Crow Canyon east of Alameda, including that resulting from this project, would be less than current traffic is a sad joke, and simply illustrates the lack of sound data and techniques used to do the analysis. The whole traffic analysis needs to be re-done using realistic worst-case scenarios to more accurately predict effects on traffic, noise and air quality. Appropriate mitigation measures must then be clearly defined and procedures put in place to monitor the observed effects and implement mid-course corrections in the project as needed. How will the developer's compliance with the mitigation requirements and implementation schedule be monitored and enforced? What mid-course corrections, including possible reduced land use density for the proposed project, will the County make to halt traffic impacts before they reach unacceptable levels, should the need arise?

4. The DEIR predicts tremendous increases in traffic from the project on Crow Canyon between Dougherty Road and Camino Tassajara, and at the Crow Canyon/Camino Tassajara/Blackhawk Road intersection. Even after the proposed mitigation measures, the increased congestion would make peak-hour travel in my neighborhood unacceptably difficult. The proposed triple left turn from Camino Tassajara to Crow Canyon is ridiculous. The EIR must investigate other possible solutions to the traffic problems on these and other existing key streets. The possible solutions evaluated should include reduced land use density for the proposed project.

5. The DEIR does not include a comprehensive plan for financing the proposed traffic and street improvements within and outside of the project area. The EIR should clearly specify who will fund these improvements, how the money will be collected, and a firm completion schedule over the life of the project.

6. Planning for public services within the proposed project appears seriously deficient. For example, the DEIR

- a. identifies the need for two CHP officers for servicing the project, but includes no measures for providing them;
- b. proposes only one police officer per 5,000 residents, while ratios in Danville and San Ramon are about one per 1,500 residents;
- c. proposes that the determination of whether one or two new fire stations are needed should be done after the EIR is certified, in negotiations with the existing fire districts, instead of doing an adequate assessment to determine the needs now and providing for same in the EIR;
- d. identifies a \$60-70 million shortage between the costs of constructing and bringing the required new schools up to operational status versus the fees the developer proposes to collect for this purpose. However, no firm process for funding this shortage by the developer is specified.
- e. park acreage in the project is only 2/3 of the standard used by Danville, and no insured delivery schedule is given.

The DEIR does not include a comprehensive financial plan for any of the above, nor for new schools, child care facilities, park/ride facilities, parks, libraries, water/sewage/trash facilities, etc, even though the County's own General Plan calls for the developer to pay its own way on all these. The EIR mitigation measures must be appreciably expanded to specify details of where facilities for these services will be located, who will pay for them, how the funds will be provided, when construction will start and be completed, and how and by whom the developer's compliance with the mitigation requirements and implementation schedule will be monitored and enforced.

7. The DEIR would also allow about 600 acres of land with slopes exceeding 26 percent to be graded, despite the existing Growth Management Initiative requirement to protect such slopes. This is unacceptable and must be re-addressed in the EIR.

8. The DEIR proposes that the county be permitted to freely transfer unit densities within the approved project, as long as the total number of units remains fixed. This is unacceptable, since it will be impossible to ensure that public services and traffic mitigation measures would accommodate the unknown final development layout.

9. I and my family are frequent users of the excellent wide bike lanes on many existing streets in Danville and San Ramon. How will the continued existence and safety of these bike lanes be ensured? This should be addressed in the EIR.

15

10. I have particular concern over the County's unbelievable lack of communication and coordination with existing and heavily affected neighboring communities throughout the planning of this enormous project to date. To me is it utterly incomprehensible that the County, an agency whose sole existence is to serve the public, would conduct itself in a manner so completely void of public service and public relations. I believe it is absolutely essential that surrounding local communities agree with the project's mitigation measures before the EIR is finalized. How will details of the proposed development be coordinated with existing neighboring community supervisors? What will be the schedule for doing so and meeting the general requirements of neighboring communities? How will neighboring community supervisors be involved in monitoring the project's compliance with impact mitigation measures and implementation schedules to be detailed in the EIR?

16

17

will look forward to seeing responses to my concerns as the EIR gets finalized. Granted, we all benefit from prudent, well-planned and well-mitigated development in this area. However, we will all lose if the poorly planned and poorly mitigated development as proposed by the County should get implemented.

Sincerely Yours,



A. H. Boyer
135 Heritage Park Drive
Danville, CA 94506

- 55-1 Refer to response to Comment 8-22.
- 55-2 Regional data show a housing shortage characterized by high prices and low vacancy rates. No changes to the Final EIR are required.
- 55-3 Refer to response to Comments 7-105 and 54-7 (second paragraph).
- 55-4 The traffic study has been revised for the Final EIR. Some impacts have decreased, and the need for triple left-turn capacity at the location noted by the commenter has been avoided. Appendix D of the Final EIR.
- 55-5 Comment noted. Financing infrastructure improvements will be addressed in conditions to the preliminary development plans requiring final analysis of the necessary mechanisms and/or programs prior to approval of final development plans. Refer to response to Comments 5-1, 5-2, 5-7, 5-90, and 7-17.
- 55-6 The need for two CHP officers and the inability to provide them resulted in a significant impact. The County must adopt a "Statement of Overriding Considerations" to approve the project with this deficiency. Also see response to Comment 5-27.
- 55-7 The need for approximately five additional deputies was based on professional opinions of a senior analyst and a lieutenant at the Contra Costa County Sheriff's Office. Furthermore, this level was based on current staffing levels elsewhere in the County. The comment compares police services in the cities to sheriff services in the County, and concludes in opposition to local experts, that proposed services are insufficient. In the event law enforcement response times are greater than 5 minutes 90% of the time for priority 1 or 2 calls (Policy 7-59), Mitigation Measure 5.15 will ensure additional deputies are hired. No changes to the Final EIR are required.
- 55-8 Realignment of roads in the planning site could enable one fire station to serve the project site. However, two fire stations could be required if circulation changes are not made. Further analysis cannot be conducted with the existing information, and the EIR adequately discloses the impact and appropriate mitigation. No changes to the Final EIR are required.
- 55-9 Comment noted. Refer to response to Comments 41-12 and 48-1 regarding the schools funding discussion, response to Comments 5-1 and 5-2 regarding level of specificity for the EIR, and response to Comment 55-5 for timing of funding.
- 55-10 Please refer to response to Comment 53-7. The park acreage standards in Danville do not apply to the project area, and therefore, do not require analysis for this project. No changes to the Final EIR are required.
- 55-11 Please refer to response to Comment 5-32. The EIR adequately addresses the service requirements of the project and the responsible agencies for implementing mitigation measures. No changes to the Final EIR are required.

- 55-12 The County will make funding mechanisms and phasing issues a condition of project approval and require that these issues and mechanisms be fulfilled as part of the development plan process. No changes to the Final EIR are required.
- 55-13 See response to Comments 5-57 and 7-63.
- 55-14 See response to Comment 5-3.
- 55-15 The City of San Ramon and the Town of Danville have designated bike lane plans as part of the General Plan circulation element. It is expected that both jurisdictions will continue to maintain and expand the bike facilities until the current plans are fully realized.
- 55-16 See response to Comment 5-93. This comment does not address the adequacy of the Draft EIR.
- 55-17 See response to Comment 5-9.

671 Clipper Hill Road
Danville, CA 94526

Tel: (510) 820-6190
Fax: (510) 820-6339

RECEIVED
JUL 21 1992
FBI 2:10
DEPT

Mr. James W. Cutler
Assistant Director - Comprehensive Planning
Contra Costa Community Development Department
651 Pine Street
Martinez, CA 94553-0095

July 31, 1992

Dear Mr. Cutler:

Draft EIR for Dougherty Valley

On March 18, 1991 Supervisor Schroder wrote in a memo to his fellow supervisors

"I think it entirely appropriate for the County to plan for any development in Dougherty Valley. However, we should make sure that this will be a planned project under a regional prospective which everyone, including residents of the nearby cities and Alameda County, can embrace."

Supervisor Schroder, a lame duck Supervisor, soon leaves office with the prospect of seriously betraying his constituents. Every man & woman in the San Ramon Valley to whom I have spoken, is against the Dougherty Valley Plan. It represents a huge threat to the quality of life in this valley. We cannot "embrace" this project, and Supervisor Schroder completely ignores the views & wishes of the people that elected him into office 4 years ago. Our cities & residents have not been properly consulted.

The Board of Supervisors has no business in trying to push the largest single development project in Contra Costa history before the November election with two lame duck Supervisors. This project, because of its enormous size, must wait until after the election so that the electorate will have their say.

Draft EIR

The draft EIR is a weak document in that it poses more questions than it answers; it is short on research, long on vagueness. It is a monumental threat to the quality of life in the San Ramon Valley because of the size of the project and the way it has been planned to date.

Ridgeline Protection

The 65/35 General Plan states that it will:

"restrict development on open hillsides and significant ridgelines throughout the County by protecting hillsides with a grade of 26% and greater outside the Urban Limit Lines through zoning or other appropriate action".

The draft EIR as written appears to be a direct violation of the General Plan. There are over 600 acres of land with slopes over 26%. If these acres were mass graded or developed it would be breaking the rules of the General Plan which was adopted by the electorate.

A revised draft EIR must state clearly that:

1. The 65/35 General Plan will be strictly enforced.
2. Grading will not be permitted in areas over 26%.
3. These some 600 acres will be preserved from development and kept as open space.

Water Supply

I comment as follows:

1. The Specific Plan on Dougherty Valley is inconsistent with the Growth Management Element of the Contra Costa General Plan.
2. The Growth Management Element of the Contra Costa General Plan states:

"Verification by the appropriate water agency that adequate water quantity and quality can be provided shall be required for approval of new development."

3. No water agency has introduced evidence into the record that it has the capability of providing service for buildout of this project.

4. The area is beyond the Sphere of Influence and the ultimate service area of EBMUD.

5. The Board of Directors of EBMUD has neither prepared nor adopted a plan of service for this area.

6. Alameda LAFCO and Contra Costa LAFCO have made findings on EBMUD's ability to provide service for only areas within the existing sphere of influence of EBMUD, not beyond that sphere of influence of EBMUD.

7. Providing water service to this area is inconsistent with the Policies & Procedures of EBMUD.

8. Dublin San Ramon Services District has placed no documentation in the record that it has a firm water supply to service the area. The area is also beyond its sphere of influence.

**THERE IS NO IDENTIFIED WATER SUPPLY
FOR DOUGHERTY VALLEY**

**THE EIR MUST IDENTIFY A FIRM WATER
SUPPLY AND A WILLING PROVIDER TO
SERVICE THE AREA.**

Conclusion

In recent weeks there have been numerous criticisms of and objections to the draft EIR for Dougherty Valley. I echo most of those comments. Since the reaction has been so great & widespread, it is clear that the County must wait until after the November election before considering the Dougherty Valley Plan again. I hope that the Supervisors realize the perilous consequences they will face if they try to push this through before the election.

Sincerely,

John F. Heyett Chapman
John F. Heyett Chapman

- 56-1 Comment noted. The project is not considered inconsistent with the General Plan because it calls for grading on hillsides with slopes of 26% or greater. Grading on hillsides with slopes of 26% or greater is permissible in certain circumstances. The grading plan will require safe design and implementation consistent with the requirements of the General Plan.
- 56-2 Comments noted. Refer to response to Comment 18-29.
- 56-3 Comments noted. Refer to response to Comment 18-29.
- 56-4 Refer to response to Comment 18-29.
- 56-5 Comments noted. Refer to response to Comment 18-29.

July 19, 1992
23 JUL 27
Contra Costa County Development Dept.
651 Pine Street
Martinez, California

To Whom It May Concern,

I live in Danville with property that backs to Camino Tassajara. Your new City plans for the Dougherty Valley project - will cause a dramatic traffic increase on Camino Tassajara without thought to issues already being resolved for this area. I am referring to the adding of stop sign and safety measures for school children that use Camino Tassajara. Increased traffic will defeat the new improvement

Please consider a more direct route of entry and exit for this new city area. Camino Tassajara and Diablo Road are not the answer.

Sincerely,
Sam Shahidifar
P.O. Box 18440
Danville, Ca.
94526

- 57-1 Camino Tassajara is a major arterial road, and it is designated as a Route of Regional Significance. While pedestrian safety is an important element for neighborhood traffic control especially for school children, it is inappropriate on an arterial. Pedestrian crossings on Camino Tassajara should be restricted to signalized locations, which provide for safe traffic control specifically for pedestrians. Increased traffic volumes related to Dougherty Valley or any other development will not compromise the safety at these crossings.
- 57-2 Camino Tassajara west of Crow Canyon Road will carry about 15% of the Dougherty Valley's external traffic. Since it is a public facility, it is difficult to restrict access from specific neighborhoods or communities, existing or new.

CONTRA COSTA

92 JUL 22 PM 2:04

COMMUNITY
DEVELOPMENT DEPT

July 17, 1992

CCC Development Department
651 Pine Street
North Wing, Floor Four
Martinez, CA 94553

Re: Dougherty Valley Housing Project

Dear Sirs:

We are writing you in regard to the above housing project. Our home backs up to Tassajara Road and any further increase in traffic will negatively impact an already horrible traffic noise situation.

1

We have been told of plans to widen Diablo Road and are appalled this would even be a consideration. Not only are the trees irreplaceable, but the increase in traffic would have a very undesirable impact on our property value.

2

Why would more housing be allowed when the rest of us are under water rationing and builders are facing foreclosure on homes that already are not selling in the Tassajara Valley?

3

Your rationale on this project does not make any logical sense.

Thank you in advance for a reconsideration of this project.

Vicki Glockner

Vicki Glockner
806 Casita Court
Danville, CA

LETTER NO. 58

- 58-1 Comment noted. On pages 8-19 through 8-27, the EIR discusses noise impacts on residents from traffic along Tassajara Road and other areas. No change to the Draft EIR is required.
- 58-2 Comment noted. This comment does not address the adequacy of the Draft EIR. Detailed plans for road widening have not yet been developed. See response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9.
- 58-3 Comment noted. The project's purpose and objectives are listed in the Draft EIR (page 3-60). This comment does not clearly address the adequacy of the Draft EIR.

ROBERT P. CHARBONNEAU
93 Hillview Drive
Danville, CA 94506
(510) 736-1826

July 20, 1992

To: The Contra Costa County
Board of Supervisors

From: Robert and Cheryl Charbonneau
93 Hillview Drive
Danville, CA 94506

Subject: Proposed Development in the Dougherty Valley

In addition to the many concerns expressed regarding the impact of this proposed development on the surrounding communities in the Tri-Valley region, I would like to focus attention on two large overriding issues, each of which stands on its own as a reason demanding far more study and planning, than has currently been undertaken. They are, two commodities which are in declining availability in Northern California; the first is woven throughout every issue, money (specifically public funding), the second is water (as in where will it come from after six years of drought).

Let's quickly put these in perspective. At the federal level, there does not seem to be much money for communities to improve or repair infrastructure, build public transportation, maintain a clean environment or to help fund local educational services. The State's budget problems are quite well known, not only are funds not forthcoming for the above needs, our current administration has a hostile position regarding funding education, with proposed cuts of up to \$ 2.2 billion. The County is currently looking to cut at least \$ 48.5 million from the current budget. The Contra Costa Times newspaper states in its July 14th issue... "The proposed cuts affect every service paid for out of the county's \$ 583.9 million general fund. Even under the best of circumstances the county will have to eliminate 490 jobs and cut virtually every service to the public, officials said."

It is inconceivable to us that under the enormous financial constraints at every level of government, including our local towns and cities, that the Board of Supervisors can allow a project the magnitude of Dougherty Valley to go forward and put further stress on our infrastructure, public services and school system, knowing full well that the financial means to accommodate these necessities are not currently available nor are they forthcoming from any identifiable source.

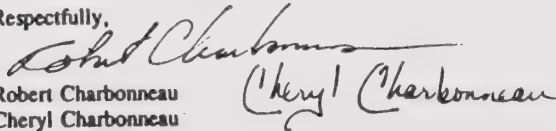
The July 13th issue of the Contra Costa Times states... Reservoirs supplying Contra Costa's two main water districts will drop this year to some of the lowest levels in the six year drought, meaning a wet winter will be necessary to end or avoid rationing. Further they

say... EBMUD reservoirs will drop to 49% full by Sept.30, lower than any of the six drought years except 1988, when they ebbed to 41%. To my knowledge, there are no plans in place at any level to provide more water collection, storage, delivery etc. which in any way could ease this situation. To continue to propose huge residential expansion in the Dougherty Valley does an extreme disservice to prospective residents of that area as well as sets the stage for a catastrophic occurrence for the entire Tri Valley area. One, we have thus far managed to avoid through conservation and luck. It should be time to put the brakes on massive development until a comprehensive program to provide more water for the area can be developed and funded.

Along with the many complex issues raised by the proposed development in the Dougherty Valley, the simple questions of where is the money and water going to come from to justify such a massive undertaking need to be answered?

Respectfully,

Robert Charbonneau
Cheryl Charbonneau



- 59-1 Comment noted. The project's purpose and objectives are listed in the Draft EIR (page 3-60). This comment does not directly address the adequacy of the Draft EIR.
- 59-2 Comment noted.

July 20, 1992

Ray Taylor
Homeowner
121 Amigo Road
Danville, CA 94526

RECEIVED
JUL 27 PM 2:40
DEVELOPMENT DEPT

Contra Costa County Development Department
651 Pine Street
North Wing, Floor Four
Martinez, Ca 94553

Dear Sirs:

As a resident of the neighborhood adjacent to Diablo Road between 680 and Camino Tassajara, I would like to voice my opposition to the potential widening of Diablo Road as a result of the development of the Dougherty Valley Project.

Traffic on Diablo has become a distraction to the neighborhood as it is. The loss of trees is not acceptable. Concern over the access to and from Vista Grande School is another issue. The biggest objection for potential buyers of homes for sale in our neighborhood is Diablo Road noise.

1

What plans have been made for those who live adjacent to the effected roadways?

If the county feels that adding housing in the Dougherty Valley Project for 33,000 new residents is appropriate then proper planning should take place to provide access to freeways and downtown specifically for that development. That access should not effect the quality of life and property values of those who have lived in the community for the benefit of the county tax base or the pockets of developers not made financially responsible for that access.

2

Please send me schedules pertaining to this project, plans for expansion or widening of Diablo Road and any meeting dates regarding this issue.

Sincerely,

Ray Taylor

60-1 Comment noted. This comment does not address the adequacy of the Draft EIR. Detailed plans for road widening have not yet been developed. See response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9.

60-2 Comment noted. This comment does not address the adequacy of the Draft EIR.

60-24 By necessity, the traffic noise analysis was limited to those roadways that were addressed in the traffic study. Extending the traffic noise analysis beyond the area needed to address traffic congestion is not warranted because large changes in traffic volume (e.g., a doubling of volume) are needed before a noticeable increase in noise (e.g., 3 dB) occurs. The results of the traffic noise analysis indicate that the largest noise increases occur in the vicinity of the project area and that increases in outlying areas are small or nonexistent.

Implementation of the suggested transit system (light rail) would not result in a massive noise impact if the system is properly planned and designed. Although sufficient information is not available to analyze the specific noise impact of a light rail system, common noise abatement treatments, such as minimum setbacks, sound walls, and acoustical treatment of buildings, would be expected to address potential noise impacts.

The number of lanes is taken into account in the traffic noise modeling and is based on the number of lanes assumed in the traffic analysis. Roadway widenings in general do not result in massive noise impacts. Widenings have the effect of reducing congestion during peak traffic periods, which can increase travel speeds and noise during these periods. However, these changes are generally small, occur during limited periods of the day, and therefore, generally do not have much effect on L_{dn} values.

61
July 21, 1992

James Cutler Assist Dir.
Comprehensive Planning
Community Dev. Dept.

DEC 23 1992 2-91-SR
DEVELOPMENT DEPT

Dear Mr. Cutler:

My wife and I are residents
of Crow Canyon Country Club Estate. We
are concerned with the Dougherty Valley
project from the stand point of noise
and increased traffic. The traffic will
happen but with a sound wall
along Crow Canyon Road between El Capitan
and St. George Road would help
the noise situation. We would
appreciate any efforts on the
Commission/supervisors to assist
Crow Canyon Country Club Estate in
this request.

Thank you yours
Art & Jan, McTindle

61-1 Comment noted.

61-2 Comment noted.

July 22, 1992

Mr. James W. Cutler
Assistant Director Comprehensive Planning
Contra Costa County Development Department
651 Pine Street
4th Floor, North Wing
Martinez, CA 94533

From: Harold Bretches, owner property at 555 Diablo Road,
Danville, CA 94526

Subject: Dougherty Valley Draft Environmental Impact Report
as it applies to Diablo Road and Camino Tassajara
in Danville, CA

Dear Mr. Cutler:

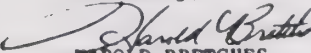
First-Camino Tassajara bet Diablo Road and Sycamore Valley Road. One mitigation measure that is appalling is the widening of Diablo Road bet I-680 and Camino Tassajara. The future traffic volumes show even with this project traffic will be stacked up into the neighborhood, blocking Ramona Road and El Rincon Road. The need for the double left turn on Camino Tassajara into Diablo Road implies tremendous increases in traffic on the segment of Camino Tassajara, which is limited to two travel lanes. This particular mitigation measure is also four or five miles from the Dougherty Valley. The EIR should explain why the project has such pronounced impact at this location, and the EIR should prepare an alternative mitigation measure that is feasible and acceptable to area residents.

Second-The widening of Diablo Road between I-680 and Camino Tassajara is an unacceptable mitigation measure within the Town of Danville. This project would result in the destruction of six major Heritage Oak trees (which is unacceptable to the Town) or the removal and relocation of six residences. The preliminary cost estimate for the widening project is \$5,500,000. I am owner of one of the six houses slated for removal or relocation. The EIR should allocate additional funds to purchase these homes or move as the individual owner desires.

Increased traffic westbound on Diablo Road turning left from Camino Tassajara is forecast to be in such volume as to make signal timing impossible.

This intersection should not be considered "mitigated" in the manner presented in the EIR. The EIR should provide alternative mitigation to the impacts of the Dougherty Valley project at the location. This may include additional improvements to arterials serving the Dougherty Valley or a reduction in the size of the project.

Sincerely,


HAROLD BRETCHES

cc: Rancho San Ramon Heights Homeowners Association

- 62-1 Refer to response to Comment 7-107.
- 62-2 Refer to response to Comment 7-107.
- 62-3 Refer to response to Comment 7-107.
- 62-4 Refer to response to Comment 7-107.

2/38 Friends Court
Danville CA
July 30, 1992

James Cutter
Dev. Dougherty Valley Project #2-7/1 SR
I am very excited with your plans
for construction of 11,400 residences
I have moved here 13 years ago. Crow
Canyon was a very poor 2 lane road
I knew it would be improved but
not to 4 lanes - at all!!!
Noise and pollution from traffic
at the present time is very bad.
I think at 400 am see very disturbing
I was told 5 years ago that traffic
would be opened to the south of
the devil traffic Chorow & PTE.
It is still not open Ten years
ago we asked for a round wall
to keep with planning to keep
with eventual noise. No help
in sight yet.

How can you hurry this project
then when you have the problem
the problem you are already created.
Please keep the project out of valley -
we don't need another Dougherty
Thank you
Barbara Spall

63-1

Comment noted. The traffic noise modeling results indicate that the County's noise standard of 60 dBA- L_{dn} is currently exceeded along Crow Canyon Drive near Presidio Court. No changes to the Final EIR are required.

7/31/92

To: C.O. Co. Devel. Dept., 651 Pine St., Martinez, CA. 94553
 From: Sheila Sedlachek, 1231 Camino Tassajara, Danville, CA. 94526
 Re: Dougherty Valley project

As a resident living on Camino Tassajara for over 16 years I was horrified to hear of the implications that would result from the Dougherty Valley project. At present this massive project seems poorly planned, over developed, and does not provide the necessary services for a community of that size - water, schools, parks, police, fire dept., and ~~roads~~. These yet neighboring cities will suffer trying to accommodate such an increase in population which means more traffic congestion, more noise, and more air pollution.

Perhaps the most frightening aspect of this project is that it is 4-5 miles away from Diablo Rd. and yet you call for removing trees and houses from this road and widening it! Also proposed is a double turn lane from Camino Tassajara on to Diablo Rd. to accommodate traffic. Remember Camino Tassajara is a 2 lane road in a residential neighborhood with houses fronting the street. It is already plagued by traffic congestion, noise, and numerous other problems.

So please explain if the Dougherty project is so thought out that why will Diablo Rd., and Camino Tassajara be so impacted when they are so far away from this area? A project of this size needs NEW roads linking it to the freeways (in this case I-680) not destroy already existing roads and neighborhoods.

I urge you to reconsider the dimensions and implications of this project and specifically put yourself in our shoes - Would you want to buy a house and live on Camino Tassajara?

Sincerely,

Sheila Sedlachek

- 64-1 Comment noted. This comment does not address the adequacy of the Draft EIR.
- 64-2 Refer to response to Comments 7-107 and 8-27.
- 64-3 Refer to response to Comments 7-107 and 8-27.

DAVID TAMBLYN
579 Diablo Road
Danville, Ca. 94526

COSTA
02 AUG -3 PM 4:31
DEVELOPMENT DEPT

Contra Costa County Development Department
651 Pine Street
North Wing, Floor Four
Martinez, Ca. 94553

July 31, 1992

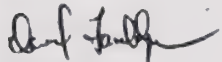
Re: Comment on the draft Environmental Impact Report: Dougherty Valley Project

As a resident of Danville, and especially as a homeowner on Diablo Road which would be impacted by this project, I am absolutely opposed to this development.

1. This project is not even part of Danville. Let the developers pay for building a new road system that does not create more traffic in Danville, which already has more traffic than bearable. It seems to me that the developers (or whoever is the source of the project) want to "dump" their traffic responsibility on the residents of Danville so they can increase their profit. 1
2. My section of Diablo Road (1-680 to Camino Tassajara) is a beautiful tree-lined street (mature oak trees) that would be ruined by any widening. The neighborhood has already gone on record as opposing any tampering with this street, and we will strongly oppose any plans to widen or change this section of Diablo Road. 2
3. I moved to Danville because it had a small-town feel. Mostly, it still does, but you are making a huge mistake to allow any major growth, like this project, in or around Danville. Let's keep some of the valley "rural" in nature. We already have enough Concordos and San Ramons. Also, Danville's charter is based on a small town concept. I am trusting the leadership to ensure it stays that way. 3
4. The county and the Town of Danville should adopt a slow-growth policy that does not allow major new subdivisions like Dougherty Valley's 33,000 estimated population. 4

Please do not approve the Dougherty Valley project and do not force or allow the Town of Danville to handle any new traffic, especially from other towns, cities, or areas.

Sincerely,



David Tamblyn

cc: Town of Danville Town Council
Rancho San Ramon Heights Homeowner's Association

- 65-1 Comment noted. This comment does not address the adequacy of the Draft EIR. Detailed plans for road widening have not yet been developed. See response to Comments 5-1, 5-2, 5-7, 5-9, 5-89, 5-90, 7-17, 26-2, 35-1, 35-5, and 35-9.
- 65-2 Comment noted. Refer to response to Comment 42-3 above.
- 65-3 Comment noted. This comment does not address the adequacy of the Draft EIR.
- 65-4 Comment noted. This comment does not address the adequacy of the Draft EIR.

4 August 1992

Contra Costa Planning Commission
San Ramon Valley Regional Planning Commission

Re: Dougherty Valley General Plan Amendment
& Specific Plan Adoption

Gentlepersons:

As you are aware, residents of the south
end of Danville are greatly concerned
about additional traffic on Crow Canyon Road.

Recently, the City of San Ramon installed
a soundwall on the south side of
Crow Canyon Road from Alcosta Blvd east
to the end of the Countryview development.
San Ramon did this to mitigate the
effect of current traffic noise.

You are respectfully requested to include
a specific requirement that a soundwall
be installed by the developers of
Dougherty Valley. This soundwall must
be constructed prior to the commencement
of any construction. Its location is on
the north side of Crow Canyon Road
from El Capitan to just east of St.
George Road. Thank you!

Sincerely yours,

V.M. Jinny Fahey

V. M. Jinny Fahey, 510/820-1123
San Ramon Valley Regional Planning Commission
San Ramon, CA 94576-5518

CONTRA COSTA
PLANNING COMMISSION
CITY DEVELOPMENT DEPT.

66-1

Comment noted. Refer to response to Comments 43-3, 47-1, 47-2, 47-3, 47-4, and 47-5.

David & Lynn Jesus
P. O. Box 432
San Ramon, CA 94582

Mr. James W. Cutler
Contra Costa County Community Development Dept.
651 Pine Street, 4th Floor - North Wing
Martinez, CA 94553-0095

Re: Draft EIR - Dougherty Valley General Plan Amendment

Dear Mr. Cutler:

We would like to respond to the Draft EIR on the Dougherty Valley, dated June 1992. Specifically Chapter 11 - Biological Resources.

The Draft Environmental Impact Report inadequately represents the biological diversity and important relationship between the valley as we know it today and the wildlife which live there.

As members of the Golden Gate Raptor Observatory, our particular interest is with birds of prey, and we have observed and photographed an incredible variety species along the short stretch of Dougherty Road which runs between Crow Canyon Road and the Alameda/Contra Costa County line. The Draft EIR fails to list several important species.

During the winter of 1991-92, we observed and photographed an adult American Bald Eagle which wintered in the Dougherty Valley. We observed it from early December through mid-January, when a medical emergency took us out of the area. During the six week period in which we observed the eagle, we photographed it both flying directly above the road, as well as perched in an identifiable tree. Nowhere in the Draft EIR does it even mention the possibility that a Bald Eagle might find the Dougherty Valley a viable habitat. How many places in Contra Costa County have wintering Bald Eagles?

We also observed and photographed a merlin (with blackbird) perched on a fencepost six feet from the road surface of Dougherty Road. Is this a species of no importance? It was not mentioned in the Draft EIR. It was certainly a wonderful opportunity for us to photograph a merlin "up close and personal!"

Also missing from the Draft EIR is the Rough-legged Hawk. Three years ago a group of about a half-dozen rough-legged hawks wintered in the area. While not wintering in the area every year, the Dougherty Valley has provided a needed habitat during periods of climatic or environmental change in the raptors more typical wintering grounds.

The Dougherty Valley is a unique environment offering a bountiful prey source. Without that diverse prey source, the red-

tail and ferruginous hawks, golden eagles, black-shouldered kites, Northern harriers, American kestrels and prairie falcons which currently live there, can not survive. The Valley is teeming with small mammals and birds, and their abundance leads to large numbers of both raptors and species, regularly using the valley as wintering grounds. To simply say that golden eagles forage in the area, is not sufficient. On many occasions, we have observed groups of golden eagles soaring over the valleys, as well as eating prey on the ground. The number of individual eagles is impressive (we have observed up to eight flying together). The fact that they find sufficient food source in this one valley indicates the great importance to the eagles, of what appears to us to be simple farmland. Disruption of the current balance of creeks, rolling hills and gentle valleys will mean an loss of irreplaceable habitat and prey source for these important raptors.

The Valley is also an important "Migration Corridor" for migrating Birds of Prey. Used by many species during the fall migration season, we have observed many raptors "passing through" the area on their way to other winter grounds. These species have included accipiters, red-shouldered hawks, non-resident red-tail hawks, broad-wing hawks and other assorted buteos. We have even observed osprey in the area. While obviously not all of these individual raptors settle down here, the valley is important to their journey. Great walls of development must be broken by sufficiently wide paths of viable migration routes, to allow these great birds to successfully fly from breeding areas, to wintering areas. Some of these individual birds are flying from North America to South America, an impressive journey. The need for a viable, life-sustaining corridor can not be ignored.

And lastly, red-tail hawks are successfully nesting in the Dougherty Valley, and the mitigation planned in the draft EIR (avoiding the area during the nesting period, or creating a buffer zone around the nest tree) does nothing to change the fact that the area will be so significantly altered that in future years, the hawks would be discouraged from using the area for breeding. One nest this year fledged four red-tail hawks. After leaving the nest, those young red-tails ventured from the nest to nearby fence posts and gentle hillsides, all of which will be changed with development.

The concerns listed above were not addressed in the Draft EIR, and must be, if an Environmental Impact Report is to report all environmental impacts. And to say a loss is "significant but unavoidable", means that the project should be canceled.

Sincerely,

David & Lynn Jesus

- 67-1 See the response to Comment 67-2 for specific comments.
- 67-2 Bald eagles were not included in the assessment because there were no records for the area, and none were seen during any field surveys. Bald eagles do not appear to use this area regularly. Bald eagles winter in areas with large bodies of water (e.g., lakes and streams) with large trees for roosting. Bald eagles usually winter in areas with large concentrations of waterfowl and fish for feeding. The planning area does not support these habitat elements; therefore, the bald eagle was not included in the analysis. This potential impact is considered less than significant because the planning area is considered marginal bald eagle habitat, and they do not appear to occur in the area regularly.
- 67-3 Several raptors (birds of prey) were mentioned in the Draft EIR, but not all species that could possibly occur there were identified. Although merlin were not identified as present on the site, potential impacts to the merlin (state species of special concern) would be similar to those described for the loss of annual grasslands on page 11-38 and the loss special-status raptors and their habitats on page 11-52. As noted in the Draft EIR, implementing Mitigation Measures 11.1 and 11.2 would not reduce this impact to a less-than-significant level because foraging habitat would be lost, and there would be no assurance that mitigation measures would succeed. Therefore, this impact is considered significant and unavoidable.
- 67-4 Refer to response to Comment 67-2.
- 67-5 The Draft EIR states "the planning area is considered high-quality golden eagle foraging habitat. Eagles forage regularly throughout the planning area, and have been observed perching on power transmission lines in the planning area (LSA Associates 1989). At least four golden eagles were observed foraging during this field survey." The commenters' observations confirm the value of the planning area to golden eagles. The consultant agrees that the area is important foraging habitat for golden eagles. Refer to mitigation measures 11.1, 11.2, and 11.11.
- 67-6 Refer to response to Comment 67-5.
- 67-7 Birds of prey generally follow ridgelines where they ride the thermals. They usually fly well above the roof levels of the average building of a residential development. Refer to Mitigation Measures 11.1 and 11.2 concerning wildlife habitat loss and fragmentation. No change to the EIR is required.
- 67-8 Red-tailed hawks are not a special-status wildlife species; therefore, impacts on losses of individual territories is not considered a significant impact. Red-tailed hawk nests and other raptor nest sites are protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code; therefore, the Draft EIR suggested Mitigation Measure 11.12 to reduce impacts during the nesting season. See Mitigation Measures 11.1 and 11.2 concerning wildlife habitat loss and fragmentation.

COMMUNITY DEVELOPMENT DEPARTMENT
DEPT

REGARDING THE TIME FRAME
FOR A RESPONSE TO THIS ENVIRONMENTAL
IMPACT REPORT (DRAFT), I AM TOTALLY
OFFENDED BY THE HURRY UP PROCESS
WHICH IS GIVEN THIS PROJECT!

FOR A PROJECT THE SIZE OF
DANVILLE WITH ONLY A 45 DAY
PERIOD (EXCUSE ME!) 60 DAY
PERIOD, IS TOTALLY INSUFFICIENT!!!

OBVIOUSLY THIS DRAFT E.I.R.
WAS PUT TOGETHER AS FAST AND
AS SCAMPY AS POSSIBLE TO GET IT
OUT IS OBVIOUS!!

PLEASE CALL ME REGARDING THIS
LETTER AS WELL AS THE COMMENTS
ON THE DRAFT E.I.R.

Don Corland

DON CORLAND

2850 HUNTING OAKS DR
ALAMO, CA. 94507

DAY # 837-1451

RE: DOUGHERTY VALLEY DAM, E.I.R.
COUNTY FILE # 2-91.512

- ①. REGARDING WATER SUPPLY
THE COUNTY GENERAL PLAN STATES
GOAL 7-F TO ASSURE POTABLE WATER
AVAILABILITY IN QUANTITIES SUFFICIENT TO
SERVE EXISTING AND FUTURE RESIDENTS.

THE MITIGATION MEASURES ON S.4 (P.54)
AND S.5 STATES THE PROJECT SHOULD USE EBMUD
THEN DSRSD FOR WATER.

NEITHER WATER COMPANY HAS WATER
HOW DO YOU PROPOSE TO BRING TO THESE
DISTRICTS WHEN THERE IS NO WATER?
HOW DO YOU PROPOSE TO PUT IN A
PROJECT THAT WILL JEOPARDIZE EXISTING
HOMEOWNERS??

THE MITIGATION IS NOT SUFFICIENT!
BOTH DISTRICTS HAVE NO WATER USING
RECYCLED WATER FOR YARDS IS GREAT
BUT IT DOES NOT DESCRIBE HOW AND
WHERE IT WILL GET DRINKING WATER!!
EBMUD VOTED IN 1988 NOT TO EXPAND
ITS SERVICE AREA AND A QUOTE FROM
SPEAKSMAN GAYLE MONTGOMERY "NOT
PROVIDING WATER TO PEOPLE WHO WERE ALREADY
SERVING WITHIN THE DISTRICT BUT WATER
PLANS SHOW WHERE GOING TO NEED ALL
THE WATER WE HAVE FOR THE CUSTOMERS WE
HAVE NOW
DSRSD STATES THE SAME!

② FIRE SERVICES

FOR THE ADDITION OF 11,000 STRUCTURES, APPROXIMATELY 30,000 PEOPLE, THE MITIGATION ASKS FOR ONE FIRE STATION PLUS ONE SITE. AS STATED IN 5.17 (PAGE 5-50)

THERE SHOULD BE MORE THAN TWO STATIONS! POSSIBLY 4! BUREAU OF INSURANCE COULD DOWNGRADE THE EXISTING AREA OF SRUFPD IF THIS PROJECT IS INCLUDED!

IMPACT IS TOTALLY WRONG, AS ANYONE LOOKING IN PAPERS WILL SEE POTENTIAL FOR CUT BACKS IN SERVICES BY UP TO 50% (SEE ENCLOSED BROCHURE)

IMPACT: NEED FOR ADDITIONAL FIREFIGHTERS (PAGE 5-50)

ONCE AGAIN IT STATES THAT SRUFPD WILL "OBTAIN SUFFICIENT REVENUE TO STAFF ITS FIRE STATIONS FROM COUNTY TAXES REVENUE SOURCES (PRESENT AND COMM.)"

THE MITIGATION MEASURE
"NO MITIGATION IS REQUIRED BECAUSE THIS IMPACT IS CONSIDERED LESS THAN SIGNIFICANT"

WHAT AND WHO IS GOING TO PAY, AND HIRE FIREFIGHTERS? POSSIBLE STATE CUTBACKS? (SEE ENCLOSED SHEET) DON'T PUT IN PROTECTS AND HAVE EXISTING FIRE PROTECTION CUT FOR THE PRESENT RESIDENT ALREADY IN PLACE!

IMPACT: INCREASED FIRE HAZARDS

THE REPORT STATES HERE THAT "A SUBSTANTIAL DEMAND FOR WILDLAND FIRE PROTECTION SERVICES AND WILDLAND VEGETATION MANAGEMENT AROUND THE LEVEL PLANNED BY SRUFPD"

THIS IS IN CONFLICT WITH STATEMENTS ABOUT NEED FOR FIRE PROTECTION THROUGH STATIONS AND EQUIPMENT AND ADDITIONAL FIREFIGHTERS

THE IMPACT "LESS THAN SIGNIFICANT" LEVEL IS FALSE! CONTACT THE CHIEF OF SRUFPD! I KNOW THESE ARE FALSE AS I'M A RETIRED OAKLAND FIREFIGHTER AND I DON'T WANT TO SEE ANOTHER DISASTER LIKE THEY HAD IN OAKLAND!

Tri-Valley Herald

FRIDAY
JULY 21, 1995
A TRI-VALLEY HERALD PUBLICATION
SINCE 1974
\$2.00

SAN RAMON - DANVILLE SERVICE

Budget fires up officials

Fire officials fear
end to Valley Fire
Protection District

By Chris Lewis
STAFF WRITER

San Ramon Valley fire officials are alarmed by a state proposal they say would decimate fire protection by giving half their budget to schools and the other half to the Board of Supervisors to control.

Passage of a Democratic budget plan would force the district to cut its services by more than half and would spell end to more than 70 years of self-governance for the Valley Fire Protection District, board member Al Houvinsen said.

"We've seen several proposals floated, but this one is really talking about emasculating the independent nature of this board," Houvinsen said.

Fire districts were warned by the California Fire Chiefs Association of a latest proposal by Assembly Speaker Willie Brown. The group said it would take \$400 million in property taxes that have gone to counties' special district augmentation funds since Proposition 13 and give it to the schools this year.

The Valley Fire District stands to lose 56 percent—around \$9 million—of its \$17 million budget under that proposal, said Mel Deardorff, chief of

the San Ramon Valley Fire Protection District.

In addition, he said, the remaining property tax would be shifted to the county general fund to be doled out as the Board of Supervisors sees fit.

"A bunch of bull"

"I think it's a bunch of bull" Deardorff said.

"It's bad enough to lose 56 percent of our revenue, but having the remainder go into a pot the Board of Supervisors could use in any other area of the county is really disturbing."

The political maneuvering on the state budget was changing hour-by-hour Thursday as the party leaders met with Gov. Pete Wilson to resolve the fiscal impasse.

For that reason, Deardorff said he didn't want to scare district voters, but felt they should be aware and call the governor's office and legislature to complain.

He said if the district lost \$9 million, it would have to cut service back by half, which would mostly affect labor, he said.

The fire district has 140 firefighters and eight administrators.

Financially sound

As an independent district, the valley fire district has been financially sound, Houvinsen said.

In the past three to four years, the district has added fire stations in Tassajara, San Ramon and Blackhawk.

But Houvinsen said those capital expenditures were accomplished through the sale of general obligation bonds and have to be paid back, either by the district or the county.

Here's who to contact.....

Assemblyman Willie Brown, Jr.
219 Capitol Bldg.
Sacramento, CA 95814
Phone: 916 445-8077
Fax: 916 445-4189

Senator Dave Roberti
205 Capitol Bldg.
Sacramento, CA 95814
Phone: 916 445-8390
Fax: 916 323-7224

Senator Ken Maddy
305 Capitol Bldg.
Sacramento, CA 95814
Phone: 916 445-9600
Fax: 916 327-3523

Assemblyman Bill Jones
2114 Capitol Bldg.
Sacramento, CA 95814
Phone: 916 445-2931
Fax: 916 445-3832

Governor Pete Wilson
State Capitol
Sacramento, CA 95814
Phone: 916 445-2864
Fax: 916 445-4633

Assemblyman John Vasconcellos
8026 Capitol Building
Sacramento, CA 95814
Phone: 916 445-4253
Fax: 916 323-9209

Assemblyman Sam Farr
3120 Capitol Bldg.
Sacramento, CA 95814
Phone: 916 445-6034
Fax: 916 327-6914

Assemblyman William Baker
3126 Capitol Bldg.
Sacramento, CA 95814
Phone: 916 445-8528
Fax: 916 327-2201

Senator Daniel Boatwright
3086 Capitol Bldg.
Sacramento, CA 95814
Phone: 916 445-8083
Fax: 916 445-7367

CALIFORNIA'S LEGISLATURE IS THREATENING YOUR FIRE PROTECTION



If your family lives in Danville, San Ramon, Alamo or Blackhawk, or the unincorporated areas of Diablo or Tassajara, your fire and emergency medical needs are provided by one of the San Ramon Valley Fire Protection District's eight stations

SAVE YOUR FIRE DEPARTMENT!

With proposed cuts at the state level
(taking local taxes to balance the state budget)
staffing for your local fire district
could be cut by 58% OR MORE!!!

If you are concerned about fire protection and emergency medical services in your community being slashed, call your Sacramento legislators (numbers listed on the back) to oppose the taking of local taxes by the state



For further information contact:

The San Ramon Valley Fire
Protection District (916) 836-8888

United Professional Fire Fighters
of Contra Costa County (916) 832-1238

Printed by: LAPP Local 1238 P.O. Box 1238
112 Blue Ridge Drive, Martinez, CA

- 68-1 See response to Comment 5-93. This comment does not address the adequacy of the Draft EIR.
- 68-2 Comments noted. Refer to Comment 18-2.
- 68-3 Comments noted. Refer to Comment 18-2.
- 68-4 Mitigation measures in the Draft EIR are expected to ensure that the project meets the County's fire protection standards. On page 5-50, the EIR states "one fire station could probably provide sufficient fire response if roads were added" Provisions for a second station were also made for another fire station in Mitigation Measure 5.17, if needed. One fire station may mitigate this impact by providing adequate emergency response times.
- An increase in insurance rates is a socioeconomic impact, not an environmental impact; therefore, analysis under CEQA is not required. It is probable that insurance rates will not be increased because rates are based on response times and adequate service will be provided. No changes to the Final EIR are required.
- 68-5 Please refer to response to Comment 22-7.
- 68-6 Please refer to response to Comment 22-7.
- 68-7 With the implementation of Mitigation Measures 5.17, 5.18, 5.19, and 5.20, the impact will be reduced to a less-than-significant level. Before these measures were in place, fire protection services and wildland vegetation management were not planned for by the SRVFPD. No changes to the Final EIR are required.

CONTRA COSTA COUNTY
STATE OF CALIFORNIA
ZONING ADMINISTRATOR MEETING

13 July 1992 - 9:30 A.M.

Pursuant to notification, the Contra Costa County Zoning Administrator held a Special Meeting at 9:30 A.M., in Room #107, County Administration Building, Pine & Escobar Streets, Martinez, California.

Present were Harvey E. Bragdon, Director of Planning and Zoning Administrator, James W. Cutler, Chief, Comprehensive Planning and Lowell Tunison representing Public Works Department, and the Recording Secretary.

+ + + + +

DRAFT ENVIRONMENTAL IMPACT REPORT: PUBLIC HEARING:

DOUGHERTY VALLEY GENERAL PLAN AMENDMENT, SPECIFIC PLAN AND IMPLEMENTING PROJECT ENTITLEMENTS: County File #2-91-SR.

This is a public hearing to consider the adequacy of the Draft EIR for a planned community of 6,000 acres located to the east of the City of San Ramon in the Dougherty Valley on both side of Dougherty Valley Road. The site runs from the San Ramon city boundary on the north and south to the Alameda County boundary. A general plan amendment, specific plan, rezoning, sphere of influence changes annexations and related applications shall be covered in this EIR. The project would allow up to 11,000 dwelling units, a commercial center and substantial open space areas. JWC.

MR. BRAGDON: The purpose of today's meeting is to receive testimony on the Draft Environmental Impact Report that was prepared for the Dougherty Valley General Plan, Specific Plan and related actions and the hearings on this document.

What we'll do today is accept testimony today. The hearing will be transcribed and the transcription will be included in the final environmental impact report. Included in that document as well will be responses to any oral comments made, any written comments that are submitted and any comments that are received at what will be a continued public hearing on this matter at next Monday's meeting at 7:30 P.M., at the San Ramon Valley Fire Department Building at 1500 Bollinger Canyon Road. So, if you have anything more to say after today's hearing, you will have an opportunity at the second hearing to comment further.

Following that meeting, we will receive written comments up until 5:00 P.M., July 27th. For anything to be included as a response, we will need to have those final written comments by that time.

With that, I will start by inviting people here to testify. I would like first though is to take any city or governmental jurisdiction who wish to comment and then following that, any individual. So, if the Town of Danville or the City of San Ramon wishes to speak, will they please come forward.

BEVERLY W. LANE, 556 Indian Home Road, Danville, California. Good morning, Harvey. I'm the Mayor of the Town of Danville and I'm here to comment on the Draft EIR for the Dougherty Valley General Plan Amendment, Specific Plan and related actions as it was provided for us on June 8, 1992.

What I'd like to do is make a couple of general comments to start and then go through a little more specifically.

First of all, Danville's goal is to see that there is good planning done for this project. I think we've known for some time that there will be development there and in keeping with what we try to do in Danville, San Ramon and the Valley, we would like to see this project be done in the best possible way.

Let me comment initially on reviewing the EIR and the schedule for it. We've already requested more time to review it in a letter that we sent to you earlier. The 45-day EIR review period is woefully inadequate because of the size of this project. It's a huge project and it has potential huge impacts on all of us in the valley, the Tri-Valley and the County as you pointed out yourself.

Because we've been talking about 45-days, it really has produced a scramble to meet this deadline by the effected cities, the districts which are going to have to provide services to the development and by the regional entities involved, primarily the Tri-Valley Transportation Council, the Southwest Area Transportation Committee and the Transportation Authority all of whom need to be closely involved in this project.

We want this project to be done right following processes which allow public and elected input and which will produce a project which the people of the valley, the Tri-Valley and the County deserve.

Secondly, this is obviously an enormous project. Either Jim or Harvey talked about it as the largest single development proposal ever in the incorporated area and it's even more so of course for the San Ramon Valley; so, we really---you know, my main point is going to be that we have to have an extensive and detailed mitigation plan that is set up for the life of this project because the mitigations are going to mean a high-quality of life for our valley or not and they are going to need to be enforceable.

Next, I would like to address some of the specifics in the EIR.

As you know, I'm on the Transportation Authority and have been active with the Measure C Growth Management program for some years

and I am especially concerned about what is required by that program. Millie Greenberg will talk to it in more detail as a representative of the Tri-Valley Transportation Council after I'm done; but, I do want to point out that very elaborate procedures have gone through to examine traffic in the future and to set up traffic modeling for the County and for the Tri-Valley and the forecast for 2010 are now available from the Tri-Valley Area. They came out last week and they disagree with assumptions and with specific figures which are given in this EIR. It's very important that we accommodate these discrepancies.

This draft EIR was prepared using principles and assumptions which are different than those being applied by the Contra Costa Transportation Authority throughout this County and the Tri-Valley area. In just one instance, on Page #643 in the Intersection Analysis, figures are shown here which are different than what we are generating. One of the things that I found to be quite extraordinary was that in comparing 1990 turning movements with 2010 and accumulative turning movements, they indicate numerous instances where the future volumes are anticipated to be lower than the existing volumes. This is an issue because the decreases cannot be explained by improvements to the roadway network. For instance, no new I-680 freeway interchanges are included.

Another aspect of traffic mitigation which begins to be addressed in the EIR and is done infeasibly and inappropriately is a claim that in order to have the Dougherty Valley project work, certain mitigations need to take place inside the City of Danville. The one example I want to talk about is Mitigation Measure 6.5A, Page 6-50 and this measure would necessitate improvements to the intersection of Camino Tassajara with Diablo Road and widen Diablo Road between Camino Tassajara and I-680.

There are two problems in saying that this will help mitigate the Dougherty Valley Plan. First, these improvements will not provide acceptable conditions and second, the widening of Diablo Road at this juncture is an unacceptable mitigation measure within the Town of Danville.

I think all of you are familiar with this short section between I-680 and Camino Tassajara. It would result in the destruction of six (6) major heritage oak trees, the removal and relocation of six (6) residences and in making an estimate as to the preliminary cost for this widening project, it's over 5 million dollars.

I guess my second comment just on transportation would have to do with the impacts discussed having to do with I-680. The Dougherty Valley project according to the EIR will result in 168,800 daily trips and well over 12,000 peak-hour trips. Right now, I-680 currently carries over 100,000 daily trips through the San Ramon Valley and the new 12,000 plus peak-hour trips would fill up seven (7) freeway lanes. Nevertheless, the text of the EIR says that the incremental impact of traffic added by the proposed Dougherty Valley project was found to be minimal in most cases.

I think we really find it inconceivable that a project of this magnitude would have a "minimal incremental impact" on the freeway system.

The EIR should include an analysis of traffic conditions based on the buildout of the Bishop Ranch before the Dougherty Valley is more than 15% developed and a constrained job forecast in the Tri-Valley.

We will be sending you some written material on that because I don't want to read numbers all morning; but, when you look at a project which predicts that the volumes of cars on the freeway will exceed the capacity of the freeway, you need to have a quantitative analysis of these freeway issues.

Next, I'd like to address some of the planning issues in the EIR. First of all, in talking about a new residential community which would provide people to work in the nearby Hacienda Business Park and Bishop Ranch, the idea of having housing which provides for those employees is a noble purpose; yet, nowhere in the Draft EIR or the Specific Plan is there a corresponding analysis of the job types or income level which currently exists in either of those business parks. Neither is there an extrapolation into the future of the job types or the income levels for these two business parks or the business centers in East Dublin and North Livermore that the project says it will serve.

A second item that we are concerned about is traditional development patterns further to the east, specifically in the area of Lawrence Road.

We are concerned that this project provide transitional uses and land use development that is appropriate for the area south of the terminus of Lawrence Road. As indicated within the plan, land use densities of 3-5 dwelling units per acre are considered within 250 feet of the rural ranchette pattern which now exists which is primarily 5 acre lots in the Lawrence Road area. We think this needs to be examined.

Next, we're concerned about land use pattern and target densities. The draft EIR forwards an alarming major feature of the major overall pattern of development and conservation and says that subsequent transfer of density between target density areas as long as the overall density within each area does not exceed the target, these transfers could be done and I think what we want to point out is that it's important to tie down densities throughout this area so that with the possibility of 11,000 dwelling units, they can't moved over a period of years that this project builds out. If you are going to allow that kind of leeway, I think we need to question why you do have an EIR or even bother with the EIR.

Next, I want to talk about community facilities. The types of community facilities necessary to support this project and the acreage assignments for the respective facilities seems to be in-

adequate. Right now, they're talking about 3-5 acres of land for civic facilities for a community of 11,000 units and perhaps 29,000 residence and unless we've misread this, that is not enough acreage for this many people, very clearly, and at a minimum, we should have public, semi-public and civic facilities added. You're going to need maintenance service yards, a second fire station site, service equipment yards, school sites, sites for interim police and fire stations, two or three additional staging areas for the open space areas, sites for religious institutions in addition to what is there, site for a solid-waste transfer station and I could go on and on.

If we're going to be doing planning for an enormous community like this at one fell-swoop, then we need to perhaps look at what might be an ideal situation as opposed to putting the minimal facility space within there.

Next, the section entitled "Project Benefits" has several flaws in it and I'm just going to mention three of them. They're talking about the positives having to do with this project and it does concern you as you look at it. For one thing, there's no program defined to assure creation of design standards for creek restoration efforts nor is there any indication as to who pays for what and when to assure the work is accomplished.

Second, it defies credulity to have this discussion of an enhancement of a viability of a light rail system. The densities are not there to create sufficient ridership and there is no money for such a system.

Then, finally, one project benefit listed says that there will be an improvement of air quality and traffic conditions. We've heard this argument before. People are living in Tracy then the air quality is going to get better if you have shorter commutes if that indeed happens. But, to say that the air quality and traffic will be improved, I find incredible. Even under the best of conditions, only a small percentage of the 168,000 daily vehicle trips will be to local jobs and that would leave over 100,000 trips per day adding to our current traffic and air quality problems.

The statement that the project will actually improve traffic conditions on certain roadways is incredible. I could say other things; but, I'm not going to.

Then, a couple of other items on Measure C. What Measure C requires is that development be mitigated to be sure that new growth pays its share of costs associated with new growth and as this requirement is the mandate which is expressed both in the new County General Plan and in the Measure C documents, they require an aggressive, effective mitigation monitoring program from the subject EIR review process and I think this is not provided in this EIR.

Second, it provides that there must be a cooperative planning

process within all jurisdictions affected to reduce the accumulative regional traffic impacts of development. There has not been a cooperative planning process going on there and in the sense that we have been trying to see that happen with the Transportation Authority. This County and members of the Board have consistently said and pointed out that in many ways this County is in the forefront of growth management within the entire State and Measure C and aspects of the new County general plan introduced concepts which were innovative and which have been pointed to by other people throughout the State. The Congestion Management Programs and agencies that were established in every County of the State modeled themselves on our Growth Management Program and for us not to carry through on those tenants is a real black eye for this County.

I've gone around giving talks on the fact that we are innovative and we are trying new concepts and certainly Supervisor McPeak has done that and I think this is a real test of the will of this County to continue to be in the forefront when the rubber meets the road on a project of this size.

And, finally, with regard to Measure C, the EIR needs to be consistent with the requirements of C and the general plan policy Implementation Measure 4-M to discuss funding mechanisms needed to occur at this stage rather than at a later date. It is not enough to say that it will be addressed later; it will be negotiated later. We have seen what has happened when these things are left to chance later on and it's essential that the basic structure of funding mechanism for the whole array of public service and community facilities needs to be addressed at this time in the mitigation monitoring program. This is the only way that we can assure that provisions are put in place that will lead to the timely and effective implementation of the mitigation measures generated from the Draft EIR.

The next point has to do with police and I think it is clear and I'm sure that others have pointed out to you that providing for one Sheriff Deputy for each 5,800 project residents at buildout is something that is woefully inadequate. If you look at what the police staff levels for the surrounding cities, both San Ramon and Danville, have about one (1) officer for each 1,500 residents; so, it is unrealistic to assume that the needs of this new population will be met with the staffing level proposed on the area of police or Sheriff services.

Then, in fire---and I only have five more after this---the mitigation measure calls for the project applicants to negotiate with the San Ramon Valley Fire Protection District with regard to the number of new fire and para-medical stations necessary to serve the planning area. Our point is that negotiating or consulting is inadequate as a mitigation measure. These measures need to avoid the terms "rectifying". The decision as to one or two new fire or para-medical stations within that project need to be made and we need to indicate where the land for those facilities will be offered.

Again, we need more detail than the EIR has.

For schools, this again is the same point I want to make. The DEIR needs to acknowledge the potential for significant traffic impacts associated with improper timing of delivery of schools and/or the impacts associated with overcrowding existing schools if the new schools are not to be established in a timely manner. They need to acknowledge that the extensive time and uncertainties of securing State funding for schools are going to make this a problem and the mitigation measure, I'm talking about #5.21, needs to be modified to assure the timely selection and dedication to the San Ramon Unified School District of five (5) elementary schools, two middle school sites and one high school site which would meet the location and sizing requirements of the unified school district.

Another item that needs to be talked about briefly or at length is the issue of child care. Timely provision of child care facilities to serve the plan area is the traffic mitigation measure to lessen the total number and distance of vehicular trips both within the plan area and out of the plan area. I think it important in this EIR to acknowledge the demand present in current elementary schools for on-site after school care. Mitigation Measure 5.25 should be modified to require the establishment of a facility at each elementary school perhaps comparable to the Y-programs or the Kids' Country type programs. This will help, again, with the traffic mitigation.

Then, on Open Space, we are concerned about the funding again. Who provides funding and when that funding is secured to assure the development of the staging area for the public open space areas and the improvement and revegetation of the multi-purpose linear greenways along the creek corridors needs to be indicated within a project mitigation measure to make sure these amenities are delivered.

My final small point has to do with grading. In at least four places in the EIR there's a reference to a general plan directive regarding grading of slopes of more or less than 26%. The reference speaks of restricting development, discouraging development, restrictive extensive grading and protecting these slopes. The issue of what degree of development activity may occur in areas of slopes of 26 degrees should be nailed down and any resultant changes that need to occur to the project layout to accommodate this directive should be made. The sense is that the policy in place has to address what may happen with massive gradings of over 630 acres of slope with 26% gradients.

We are, of course, going to be giving you some written materials which will reflect some of these comments and I understand that we are probably going to have continued new technical and, perhaps, some political disagreements on this project; but, for us, it is all important that we have extensive and detailed mitigation monitoring programs which will function over the 15 years of this huge development project. Whatever you build, you must mitigate.

Thank you.

MR. BRAGDON: Thank you. Is there anyone else from the Town of Danville who wishes to speak on this project? Please come forward.

PATRICIA BOOM, 2567 Shadow Mountain Drive, San Ramon, California. I'm Vice Mayor of the City of San Ramon. I'm also a 20 year resident of the City of San Ramon so I've seen a lot of changes not only in the valley but in the areas surrounding the valley.

I'm going to speak to you today on generalities. Our City Council will be reviewing our draft environmental impact report and our Specific Plan tomorrow night for the first time. I has gone through our Planning Commission with extensive public input and now the City Council will be reviewing it for the first time; so, I will speak to you on more generalities. I'm making a specific request though that the time schedule that you have set up, I'm asking an extension of 45-days for review period on the Draft Environmental Impact Report.

As you know, this is 9:30 this morning or thereabouts. This is Martinez and it's the farthest distance from the City of San Ramon. The City of San Ramon will be most greatly impacted by the development in the Dougherty Valley, which at this point is the largest development in Contra Costa County that this County process will go through.

We would request that you would provide public hearings within the City of San Ramon or somewhere within the valley so it is accessible to more people and at a time where people can come in the evening after they have finished their jobs. We can provide a location for you. We can do all kinds of things to help for the public process.

MR. BRAGDON: Excuse me for a moment Pat. I'm not sure if you were here when I opened this; but, this hearing today will not be closed but will be continued to 7:30 P.M., next Monday evening (July 20th) at the San Ramon Fire District offices at 1500 Bollinger Canyon Road.

MRS. BOOM: That's good. I appreciate that. I'm also asking for an extension of 45-days.

MR. BRAGDON: On that matter, the Board reviewed the time schedule and they have adopted it so only the Board of Supervisors can amend that now. We have some flexibility of a few days---whatever time we can work out within that schedule as long as we adhere to the Board's schedule; so, only the Board can extend that time.

MS. BOOM: Then I will make that request to the Board. In speaking of generalities on the Draft Environmental Impact Report, I have several areas that I want to deal with.

One is level of service. Again---you're going to hear repeats of

many speakers saying the same thing. The development in the Dougherty Valley must pay its own way. The level of service there must meet the needs of the residents living there. If it doesn't, what's going to happen is that the Town of Danville, the unincorporated area of Alamo, the City of San Ramon and even the City of Dublin will be taking residents using their services.

Also, the areas clear out to Tassajara and Blackhawk will be impacted by the level of service if it's not maintained at the same level the City of San Ramon and the Town of Danville and other areas maintain their level of service. We've a very strong concern about that.

The other thing I want to deal with is the phasing of development of the whole project. I don't think that's addressed adequately at this point. We would like to see it firmed down that phasing be from the west to the east and it be done in a concentrated, organized manner. To have anyone develop as much as they want any time they want isn't appropriate. The impacts aren't mitigated on a regular basis.

The other thing has to do with school sites. We are looking at this not just as school sites or pieces of dirt, which the school district has already suffered from---many times they've had to sell those pieces of dirt because they can't afford to construct a school site on it and then they become parks or something else, which is wonderful for the citizens; but, they don't get their schools. So, I'm looking at school sites not just sites designated but developed sites. When the need occurs, where's the triggering mechanism that would provide schools for the residents that live there? At this point, the schools will be impacted on the City of San Ramon and Town of Danville. They won't be impacted out there if they're not built; so, they need to be constructed to meet the residents that move in.

Basically speaking, that's all I'm going to talk to you about today because we're going to be at everyone of these hearings; we're going to make comments in detail as time progresses and if you are unable to give us any leeway in an extra 45-days, we will go to who ever we need to go to make that request because this is the largest development in Contra Costa County, it needs to be given the most scrutiny and the most detailed time for public input and review; so, that's what we are requesting for the future and that it be done more locally through the San Ramon Valley Planning Commission, Regional Planning Commission, that can deal with it and have public input on a regular basis. Thank you.

MR. BRAGDON: Thank you. Is there anyone else who wishes to speak for the City of San Ramon? Seeing no one rising, what I will do now is to take any of the organized governmental units in the area. I should ask: Is there anyone here from the City of Dublin? Pleasanton? Okay, any other governmental agency, please.

MILLIE GREENBERG, 674 Sheri Lane, Danville, California. I am a

Danville Town Council Member, I am here as Chair of the Tri-Valley Transportation Council.

The Tri-Valley Transportation Council is a joint powers agreement comprised of the five cities of Livermore, Pleasanton, Dublin, San Ramon and Danville as well as the two counties, Alameda and Contra Costa.

In the Joint Powers Agreement, the 7 member jurisdictions recognized that adequate transportation planning is essential to the orderly development of the Tri-Valley and so we have agreed to jointly review and coordinate transportation planning and the construction of such facilities for the benefit of all of our constituents.

The Joint Powers Agreement also requires us to review and comment on any proposed general plan amendment when regional or subregional transportation issues are involved. We have also been authorized to prepare and subregional transportation plan under Measure C and also under the corresponding body in Alameda County.

The Tri-Valley Transportation Council has retained a consultant to provide a comprehensive transportation plan to identify future transportation needs and possible future deficiencies. The 2010 Forecasts are now available and they point out major inconsistencies with the Dougherty Valley Draft EIR. We are notifying you in a timely manner that you need to begin your work to rectify those inaccuracies. The technical data in the Dougherty Valley EIR is flawed and it is inconsistent with Measure C procedures.

My comments this morning are going to be general rather than specific since the Tri-Valley Transportation Council has had to schedule an extra meeting on the 15th of this month and then our regular meeting on the 22'd in order to respond in an appropriate way to this EIR.

I am here this morning to request in person and for the record what was requested in our letter to you over my signature, the letter dated July 1, 1992, asking that the review period be extended to 90 days in accordance with precedent set by the Draft EIR for the west Dublin General Plan Amendment; the San Ramon Dougherty Valley Draft EIR and the Draft EIR for the North Livermore Specific Plan.

The magnitude of this proposal is such that it deserves the highest level of scrutiny. The Tri-Valley Transportation Council is on the verge of a comprehensive transportation plan and to certify an EIR at a time when more current information is available would be contrary to the intent and letter of CEQA, the Joint-Powers Agreement and also Measure C.

There has been no single example of compliance with cooperative multi-jurisdictional planning as mandated by Measure C in the preparation of this EIR, neither scoping nor mitigation measures have been discussed with affected jurisdictions. There needs to be

a lengthening of the review period to allow a multi-jurisdictional committee to have some meaningful roll in the process and as yet all we know about this committee is what we have read in a couple of sentences in the newspapers. We need time to meet and we need an adequate amount of time to make our work effective.

We also assume that there will be continuing disagreement over technical data over time and I, too, would like to underline the necessity and the importance for an on-going mitigation monitoring program which would be consistent with Measure C standards for growth management.

I know you know that a sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Adequacy, completeness and a good-faith effort at full disclosure are required by the law. We expect to participate in this project in the interests not only of compliance but also in the interests of good planning and we will have further comments to submit for the record at a later date. Thank you.

MR. BRAGDON: Is there anyone else from the Tri-Valley Transportation Council that wishes to speak? Is there any other governmental agency that wishes to speak at this time?

MR. GREG JONES, 292 Smith Road, Danville, California. I'm here to present and represent the views of the Alamo Improvement Association on the Dougherty Valley Draft EIR. I'm going to make specific comments relating to the EIR and how it plays against the County General Plan.

Specifically this project requires a change in the Urban Limit Line. This project proposes an expansion to the Urban Limit Line without a compensating diminution of that line elsewhere. The proposed change is not insignificant. The change in the Urban Limit Line should be identified as a significant impact due to its conflict with general plan policy that the 65/35 ration be maintained and that the ULL not be enlarged overall. We are aware of no diminution of the ULL since it's passage in 1990.

Secondly, under the project benefits, the applicant's claimed project benefits have been included in the PEIR while inclusion of the project's objectives is repeated such editorial information from the applicant is unusual for an EIR. We disagree in principle with the inclusion of such information in the DEIR. We also disagree with the substance of the following claimed benefits. First of all that this project is an enhancement of the viability of rail transit. Development to justify transportation systems is logically backwards. Decentralized development such as this project is inherently more difficult to serve with transit systems. It is more accurate, or would be more accurate to say that a transit system, if it were feasible and acceptable, would enhance the feasibility of the project not the reverse.

The implementation of the project would improve the operation of

portions of the road system, it's claimed. Given the project's impact on the regional road network, this is an incredible claim. If some minor segment of the road system is predicted to function better after a project related road expansion, it is still disingenuous to claim any real improvement over the impact on freeways, interchanges and arterials.

28 Interpretation of the general plan goals and policies: The EIR displays a biased conclusion by stating that the project's inconsistency with general plan open space policies could be found insignificant because "the project site is of more value to the County for its housing needs while other property in the County may be more valuable as open space." This is a decision to be made by the Planning Commission and the public not the EIR authors. Additionally, growth management, under the area of growth management transportation, goal 7-B of the General Plan is to "permit development in unincorporated areas only when financial mechanisms are in place or committed which assures that adopted performance standards in the Growth Management Program will be met."

The EIR transportation mitigation measures fail to demonstrate the nature, feasibility and funding source for virtually for all major proposed roadway and transit improvements nor do they even demonstrate the adopted policy basis for such purposes.

This constitutes a conflict with the Growth Management Element of the General Plan and, therefore, a further significant impact beyond the actual failure to fully mitigate the identified transport impacts.

29 Growth Management and the Area Schools: The general plan goal of 7-AR requires that the County "...assure that school facilities are adequate or committed to be adequate prior to approval of major application for residential growth". This is done nowhere in the EIR and in fact the EIR finds that school fees---the EIR itself finds that school fees are inadequate to fund the necessary school improvements. This constitutes a conflict with the Growth Management Elements of the General Plan and, therefore, a further significant impact beyond the actual failure to mitigate school impacts.

30 Under Water, Growth Management, The EIR does not demonstrate a feasible fund committed to be funded, source of water for the proposed development; therefore, approval of the general plan amendment of this specific plan would constitute a violation of growth management element of the general plan. This should be identified as a significant unmitigated impact beyond the actual failure to mitigate the impacts upon the water source system.

31 In terms of waste water, the EIR does not establish the technical feasibility nor the funding to provide the waste water treatment capacity for this project. This constitutes a violation of the Growth Management Element of the General Plan. Approval of the project would therefore constitute a significant unmitigated impact

upon the actual impact of the waster water collection and treatment system. In general, many of the proposed mitigations measures are vague, indeterminate and, therefore, incapable of being monitored. Working with agencies implementing generalized transportation programs, etc., is too indefinite to assess results where it constitutes real mitigation. This is especially true of the major impact of the project on transportation, schools, water and other infrastructure systems. Mitigation Measure 522 states that the County should condition approval of the project on the availability of adequate school facilities; however, the County is not doing so now. On recent prior occasions, the County decision makers have said that school infrastructure is "none of their business", as long as school fees are paid. A new system of requirements of fees should be necessary to carry out this mitigation. In the area of schools, mitigations need to be one-to-one.

Mitigation Measure 523 suggests that the County "continue to work" with San Ramon and Danville to identify a community college site as indefinite and cannot be monitored or measured for effectiveness as required under the G.E.O.A.

Mitigation Measure 529, deletion of off-site trail segments to mitigate the fact that a continuous trail system cannot be assured. The appropriate mitigation would be to move the trail onto this site.

Extent of analyzed roadway network: The project will have significant impact on the entire I-680 Corridor and probably the #24 corridor as well. Yet, the roadway network analyzed does not include these areas. The analysis should be extended to include these areas as well.

Under the Transportation scenarios, the DEIR's portrayal of transportation impacts is misleading because the project impacts are only reported in relation to the year 2000 or 1210 scenario after other hypothetically assumed growth has occurred. Project impacts should be reported relative to existing conditions to give a more informative portrayal of project impacts. Specifically, if projects that are on the books now and assumed in this project are not followed through and not built, this EIR should take those facts into (end of side A of cassette recording. Picks up on Side B with):

...but a few segments, the required performance standards for I-680 is Level of Service F. This is a contradiction in terms setting a required service standard for failure means that the service standard could never be met.

Planned Roadway Improvements: The DEIR states that improvements have been proposed for various roadways as shown in Figure G-5. This begs the question by whom? For example: Who proposed eight (8) lanes on Camino Ramon between Crow Canyon and Sycamore or four lanes on Camino Tassajara or six lanes on San Ramon Valley Blvd., south of Bollinger? The source of the proposal for each road

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expansion should be cited otherwise the traffic model which would result may be based on fallacious road network information.

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Rail Transits: The DEIR states that the alternative alignments for the hightrail line will be either the freeway corridor or the abandoned Southern Pacific Railroad right-of-way. The later alignment would conflict with the general plan. The claim that the light rail would occupy the Iron Horse Trail should be removed and the freeway corridor should be identified as the only alignment which is supported by the public and is consistent with the adopted County - policy. Any feasibility questions about freeway alignment should be identified in the EIR if the feasibility in the freeway alignment cannot be verified by this EIR then a light rail system should be removed from consideration as a mitigation of this project.

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Under some of the projected numbers on daily traffic, the relative magnitude of the with project and no project average daily trips projected in Figure 67 is not credible for many road segments. For example, I-680 south of Bollinger the DEIR cites 144,500 with project but 150,000 without a project. Additionally, I-680 north of Crow Canyon identifies 131,600 with project and 135,200 with no project. On Crow Canyon at I-680, 51,200 with project and 51,500 without. Even if these numbers were reversed, the DEIR projects an impact of zero (0) percent to four (4) percent in these areas. The project would increase the combined population of Alamo, Blackhawk, Danville, San Ramon and Dublin by 24% at 0 to 4% impact let alone a reduction impact due the fact that the project is simply not credible. This is a good example of how the masking effect of the assumed transportation scenarios combined with other assumed growth sires misleading results.

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The projected freeway levels of service: Figures 68 and 69 project no change in the level of service due to the project on all analyzed freeway segments. Again, this is not credible.

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Under the Transportation Mitigation for the identified significant roadway impacts are inadequate because they are indefinite, unmeasurable and, therefore, inescapable of being monitored as required by CEQA. TSM measures are historically of little effectiveness. Taking land use changes to address job housing issues is vague and also of questionable effectiveness. All transit improvements, road widenings, etc., should be analyzed for their engineering and financial feasibility and their public acceptability prior to any project approval. Failure to do so would violate CEQA and the growth management provisions of the general plan.

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Transportation Mitigation Measure 6-36 is inappropriately growth inducing and would be similar in controversy to the proposed mid-State toll road.

44

Noise Impacts: Noise impacts throughout the San Ramon Valley from proposed transportation improvements due to the project should be assessed in the EIR. The suggested transit system, road widening

and freeway widening will inflict a massive noise impact on the San Ramon Valley. Noise impacts thus understated in the DEIR.

Mitigation Measure 8-7 would require an EIR for any proposed light rail system. A mitigation measure that requires an EIR cannot be deemed feasible at this time. Therefore, a light rail system cannot be used as a mitigation for this project by the EIR.

The grading of slopes over 26%. General Plan Policy 10-29 states: "Hillsides with slopes of 26% or more shall be considered unsuitable for types of development which require extensive grading or other land disturbances". The project proposes to grade hundreds if not thousands of acres of over 26-degree slopes. The DEIR contradicts itself by finding that this is "suitable". But, that is a significant unavoidable impact because of the general plan conflict.

Housing, population and employment: The EIR concludes that the massive residential growth represented by this project is necessary to balance assumed job growth. If expected job growth is out of balance with the housing supply, conversion of commercially zoned land to residential is a more appropriate response. Further more the DEIR curiously concludes that the project's effect of changing the ratio of job to job holders from .99 to .42 is beneficial impact and demonstrates this project will create an over supply of housing in the area.

Alternative Analysis: The DEIR concludes that the concentrated development alternative is environmentally superior to other development alternatives even though it has much greater infrastructure impacts than other alternatives. The most significant impact of this project are infrastructure and growth inducing impacts. The lower density alternative should be found environmentally superior to the other development alternatives. Another alternative which would be more environmentally superior to the lower density alternative should be considered lower density alternative. Such an alternative should be analyzed and evaluated by the DEIR.

In conclusion, this self-fulfilling growth assumption of the transportation analysis have the effect of masking the magnitude of the project impacts. Many infrastructure impacts including transportation, water, sewer, schools, etc., remain without effective mitigation analysis and yet no conflict with the management elements of the general plan was identified. Many of the proposed mitigations indefinite as they are would be highly controversial in their own right. This EIR should be more forthcoming regarding the project transportation impacts and more demanding in its determination of what would constitute effective and adequate mitigation under CEQA and Growth Management provisions of the general plan.

Harvey, this is like putting 15 pounds of sausage in a 5 pound casing. There is no capacity. Thank you.

MR. BRAGDON: Thank you. Are there any other sort of public agencies? Okay, Tom.

MR. T. H. LINDENMEYER, East Bay Regional Park District, 2950 Peralta Oaks Court, Oakland, California.

You mention "organized public agencies". I'm not sure about that.

I'm speaking on behalf of the East Bay Regional Park District. Our comments on this impact report should be considered to be preliminary only. I just barely had a chance to skim it and we will follow up our comments. I'll reiterate everything I say today in writing so this is just indicative of our preliminary review.

Basically, there are some questions that we have with respect to the mitigation measures identified and perhaps some suggestions we will be having for mitigation measures that ought to be identified.

For example Mitigation Measure 5.31 which refers to funding for open space areas. Somehow or other its wording excludes the funding for maintenance for open space areas in the landscaping and lighting district. We will be suggesting changes in wording to that mitigation measure.

We note that the trail alignment as propose is not entirely on the site and that casts doubt on the feasibility on that trail alignment. We have studied maps that have been provided to us in the planning process where the topography is a little more visible than the maps in the impact report, we believe there are feasible alignments on the project site.

Perhaps one of the most confusing things that we're looking at is the concept of variability in the development process, specifically that densities could be transferred from one location to another and this provides some uncertainty as to the feasibility of the posed open space areas. When we look to manage open-space areas, we're looking for specific physical parameters which provide us with the ability to manage it in our usual manner. We, for example, need a place where heavy trucks can bring cattle in and take them out. We need an appropriately variable buffer so residential areas can manage their own fuel breaks. We need water stubouts for cattle troughs and trailside drinking water and all of this requires some specificity in the configuration of adjacent development. When the configuration of adjacent development is vague as it is in this instance, that specificity is also not there. We will be suggesting mitigation measures to firm up the question of the feasibility of the open-space areas.

With that, I'll conclude my remarks for this morning. We will submit comments in writing.

MR. BRAGDON: Thank you very much. Any other citizen organizations or governmental agencies? Okay, if there are no other public agencies or organizations?

MICHELE PERRAULT, 2979 Rohrer Drive, Lafayette, California. I'm representing the Sierra Club and its members in Contra Costa County and outside of the County.

You can see the difficulty that public officials are having with lots of staff support---not lots; but, staff support and agencies are having. You can imagine the citizens' problem in trying to look at the document. So, first, we certainly concur with the need to extend the time for people to look at the document. I've been through this document. It's complicated; it's long and it does make references to other areas, other documents, things that we need time to pursue as well. I would hope that rather than having to make a separate request to the Board of Supervisors, that you will carry the request for us---that this be extended.

There have been lot of comments made by others here today which I could agree with---certainly the comments by Bev Lane pointing out specific needs for change in the document; those of Millie Greenberg as well on Measure C; the comments just received by the Alamo Improvement Assn. So, I won't go over those areas that they have brought to your attention; but, I will in some general comments make some statements and then we also will be submitting written comments as well.

The major areas of concern for us are clearly in the area of air quality for one; transportation, circulation items, water, biological resources just to name some of the most important.

In the area of air quality, we feel it is not clear particularly in the question of accumulative impacts of other projects. When you look in the section on accumulative impacts, it says refer to the area of air quality; but, when you go back to that, it isn't clear just what the specific impacts will be on health, costs to people both in the area and outside.

It talks about unavoidable significant impacts to air quality. It's not clear just what that means in terms of violations of particular acts both in California and nationwide protecting air quality. It would be helpful to specify those in more detail and also to specify in the charts in the air quality section how they relate to the proposed "other projects" in Dublin and all those other areas listed in the Accumulative Section.

On circulation, it's unclear how one can tolerate the Level of Service F. Our understanding of the general plan policies had to do with trying to bring the level of services at least up to D or C but certainly not to Level of Service F which would make it worse and worse so you're Sub F. So, we'd like to see some more discussion about the intent of the general plan in that area of circulation and levels of service.

In the area of biological resources, it is difficult to understand the discussion of fragmentation and then also the discussion of

corridors. We think there could be a better discussion of the expectation particularly in light of changes that could be made in the density patterns throughout the project as to the real effect not just on those areas considered "significant" for animal depletion, species depletion but all those areas that were considered not significant. We kind of get a sense that there needs to be road signs for the animals as to where to go next and then there's the hope that if they're in the south, they will find that nice corridor you made in the east!

There's a comment under Biological Resources about problems that can't be controlled because of fertilizers and other items on the golf course. There's no discussion about not having the golf course as a mitigation.

On the issue which has been brought up by others having to do with the slopes being discouraged for grading of the 26%, we're not clear what it means by the comment of the writer of the document on Page #926 in which it stated that it's an opinion---a personal comment that policy of the General Plan #1029 was designed as an interpretive policy and intended to be flexible in areas within the urban limit line such as those in the Dougherty Valley planning area. We don't understand how a subjective comment like that would make an interpretation of the so-called legislative history of the general plan. I personally was around in the general plan congress when they discussed the 26% slope item and I would refute that personal comment.

Also, it should be better explained as to how that 26% slope issue which says they should be considered unsuitable for the development can allow 630+ acres to be so graded.

Problems on the water supply, there's mention made that if it was to tie into East Bay Mud that additional storage facilities would be required, we would like to see some analysis of the accumulative impacts for people outside the area of Dougherty Valley but within East Bay Municipal District's jurisdiction because if it's claiming that additional storage areas are necessary, what are the accumulative impacts for repairs in that area? The same would be for Zone #7 if it were to tie in there. The whole area of the water is critical and it's inadequately discussed.

I would make a comment---I think it certainly has been addressed here; but, I would just personally want to stress even more---the impact on schools. I'm a legislative rep for my school in Lafayette. We had the opportunity to meet with members of other surrounding districts including that of San Ramon Valley and what we're doing to our young people in the schools right now because of inadequate funding is deplorable and that must be expanded in this discussion otherwise we are just creating new projects to take care of developers' needs and we're forgetting the needs of the people and the children of this County not to say the other costs that occur when the County can barely meet its needs and obligations for funding in critical public service areas.

I think that at this time, I will close my comments and we will submit written ones.

MR. BRAGDON: Thank you. Any other organizations?

NANCY LANE, 2126 Presidio Court, Danville, Calif. I'm representing the Crow Canyon Country Club Estates Homeowners' Assn., and we border along Crow Canyon Road and I'm here today to ask that included in the EIR is a stone wall along Crow Canyon Road between El Capitan and St. George Road. We really feel this soundwall needs to be built prior to the construction in Dougherty Valley. Crow Canyon Road is a truck designated road and when the construction was done east of us, we put up with a lot of construction noise, cement trucks, double-dirt trucks going up the road very early in the morning way before 7 A.M.

We were told that we should have been here when that development was approved and asked for this so we're here today asking on this one. We don't want to be too late this time and we would like it included. Thank you.

MR. BRAGDON: Thank you. Anyone else wishing to speak?

MR. AL B. MC NABNEY, 1161 Leisure Lane #7, Walnut Creek, Calif. I'm the Conservation Vice President for the Mt. Diablo Audubon Society.

I'm not going to talk about many specific details today because you already heard some and there will be time to present some of those in writing.

I want to join with the other folks who have asked for an extension of time and I would specifically request that you carry that matter to the Supervisors. It's unseemly to me to rush to judgement with a plan this huge, complicated and say you've only got 45 days to figure out all the answers 'cause that's just not appropriate.

Couple of things I want to touch on with a broad brush really involve all of the services and the things that make life liveable or has anyway, water, sewers, fire, police. Those are all mentioned one way or another in the draft EIR; but, every single one of them has a big problem. One of the things that concerns me is I think part of our financial problems in the State and County today come about because of development which hasn't paid it's way and all of a sudden we're finding that people are being asked to pay all sorts of things or do without.

For example, right now, the County is faced with the project of not building new fire stations but closing them. They're faced not with the prospect of adding police but eliminating them.

As far as the water situation is concerned, East Bay Mud says we can't serve. So, strangely enough, we find people running around with petitions saying you're going to serve or we're going to take you to court and do all sorts of things to force them to serve;

but, in the end, who's going to pay for that. Are the people who are going to be in these 11,000 home development going to pay for it? Is the developer going to pay for it or are we going to say to the rate payers of East Bay Mud, you folks are going to pay for it along with everyone else---along with these 11,000 new homes? I think these are questions that need to be looked at very, very closely because it seems grossly unfair to me because a developer decides that his company wants to buy a bunch of land and build 11,000 houses that the costs for that are going to be spread elsewhere. The other side of that coin is if costs are allocated to the 11,000 homes, we talk about job housing and all that kind of stuff, what's the cost of the home going to be? We already see homes around this County that are way over \$100,000 base and what kind of jobs do you have in order to fill those homes? I suspect that we'd find that if all the costs are allocated to this project that should be allocated to it, you'd find homes that nobody could buy with the kind of jobs that are going to be available around here.

The other thing I want to touch on for a moment is the schools. I think what we're doing to our kids today is an absolute disgrace and everybody in this room that's a decision maker has a part in it. We're faced today---and I'm going to tie this together---we're faced today with the possibility of huge cuts in school funding right now. Class sizes in the State are probably among the highest and the level of funding for the schools is way down the list someplace and yet we're proposing to build 11,000 new homes which are going to have a bunch of kids. We really don't say how we're going to take care of them; we don't say who's going to pay for them. It's been mentioned that if you don't get it done correctly, then the local schools are going to have to absorb all the new kids and that's unfair.

I recite to you the situation that's taken place in Walnut Creek with one of the middle schools where a whole bunch of development projects went on and all of a sudden you have a school with 2,000 kids. It has no gym, no auditorium and so they run to the City and say we've got to have some money and the City happened to have some money so they put it up; but, that's an unusual situation and it shouldn't have occurred; it's a failure in the planning and I say it's part of the problem that's going to be faced with this project. I don't care how many EIR's you write; I don't care how much work you do on it and incidentally the work that was done on this EIR is considerable and I applaud the work; I don't agree with a good percentage of it; but, I applaud the work. But, if we don't take a better look at it, the kids that are going to wind up in this area are going to be ill served.

It boggles my mind for somebody to say that if you add 11,000 houses and all the traffic that we're going to have cleaner air. That just doesn't make sense. I came back from San Francisco a couple of weeks ago on BARTD; came through the tunnel and we got about to the City of Lafayette, I looked over towards this valley and all you could see was a haze of yellow smoke. If you want to

be appalled, go up on top of Mt. Diablo some warm day and look down. I can tell you and I don't need any scientific evidence to prove this; but I can tell you that 11,000 houses and all the people and all the cars and all the junk that's going to go on isn't going to make that air any cleaner. I think something has to be done about that.

The traffic problems have already been addressed---I don't think enough; but, they've been addressed. I guess I'd better stop before I say too much. Thank you very much.

MR. BRAGDON: Thank you. Anyone else to speak.

GAYLE BISHOP, 2800 Finley Road, Pleasanton, California. I live in the unincorporated area of Tassajara.

Mr. Bragdon, I've submitted to you a copy of my comments which are preliminary at best and they will be revised prior to the closing of the comment period for the DEIR.

My first comments are, perhaps, collateral and address process and history. First of all, I think in looking around this room, one would anticipate that a proposed development of the size approximating the town of Danville of 30,000 inhabitants to create a bit more interest than what is in this room.

I believe that a Monday morning meeting certainly has a chilling effect on public participation and one in Martinez. I find it rather puzzling; but, then again, the whole process involving the Dougherty Valley has been puzzling to most people involved.

Here we are before a Zoning Administrator in Martinez on July 12th.

Going back, history, taking a walk down memory lane 2218-RZ envisioned protecting this area we're talking about from premature development. The County through the legislative process and General Plan Congress did not come up with some alternatives for development for this area. We went to the voters and we came up with a general plan that established Urban Limit Lines albeit, this area was designated as a priority general plan amendment area, it was envisioned this would be some time down the road.

Also, we talk about interjurisdictional cooperation. It has been absent in this process. Clearly, the City of San Ramon as Councilmember Miss Boom spoke, is going to be the most directly affected as is Danville by this project. For the County to violate the memorandum of understanding and breach that memo of understanding wherein the City of San Ramon was to be the lead agency, I find outrageous. What we have, again, is dual processing. We have processing in the City of San Ramon. We have processing with the County and we have volumes and volumes to read. I must say my life has been a little dull for the last 5 years and things that I have to read regarding the Dougherty Valley.

66

My comments, again, will be very general with respect to the DEIR. The most glaring insufficiency and inadequacy is that it fails to address the accumulative and significant adverse impacts that will result from the development of this 6,000 acres. While it does refer to the Tri-Valley Planning Area, certainly the Los Positas Project, the Livermore Los Positas Project, the Dublin Westside, the East Dublin, the Pleasanton Ridgeland Development and an additional infill within the Hacienda Business Park, is not adequately addressed with respect to the accumulative impacts.

66

With respect to traffic and circulation, I would like to echo Councilmember Greenberg's comments. When we had the Tri-Valley Transportation Council, after considerable study and evaluation of data coming up with assumptions that are at odds with the assumptions set forth in the DEIR and the technical data, why the rush to judgement?

It is very clear that compliance with the Growth Management standards set forth in Measure C are impossible and I frankly see a breach of public trust on the 1/2 cent sales tax with the expectation that the County would invest those funds in capital improvement projects providing traffic relief.

67

Echoing the Sierra Club's comments on air quality, again, the unavoidable and significant impacts which result from the additional emissions generated by the vehicle trips within the project area, again, these impacts are incapable of mitigation.

68

I would like to address very briefly the schools. Going back down history lane again, my recollection of the 2,500 units proposed for the Tassajara area at that time the Stirling Act said you cannot use insufficiency or inability to fund schools and facilities as the basis for denial of a project under the Stirling Act with the formula set forth therein.

What we have in those Tassajara project now are people faced with the situation where they are sending their children---and it's not just in the Tassajara area; it's in Alamo and throughout the San Ramon Valley and the San Ramon Valley Unified School District, children being sent to three separate schools within the same family. The concept of neighborhood schools is just not a concept that has any reality.

Fire and police protection with our current budgetary constraints and the reductions that are being proposed, we cannot adequately service for the public safety at this time.

69

With respect to the water supply, I again will echo Mr. McNabney's comment about East Bay Mud---East Bay Mud has made it very clear that it neither has the intent nor the ability to provide water to this area. Frankly, to contemplate annexation to East Bay Mud and the extension of the ultimate service boundary is to invite costly litigation which East Bay Mud subscribers will pick up a partial amount of the tab.

22.

With respect to sewer service even though it does set out that Central San is the logical provider by the acceptance of the Central San of the Tri-Valley waste water, I believe a significant and unavoidable impacts during peak storms in the area, could actually result in raw sewage during these times into the streets of these communities. Additionally, the adverse impacts on Suisun Bay are significant when considering the discharge of treated or untreated sewage into the Bay.

70

With regard to the 26% slope---building on 26% or more slope and the possibility of grading up to 3 million cubic yards of dirt, it certainly is not a realistic proposal. It certainly violates the spirit of any policy on slope density in addition to the visual impacts.

71

Another item that has not been addressed which has been a continuing problem in the area of new development is, what about construction traffic? When you're moving these 3 million cubic yards off site, what are the mitigation measures for those temporary impacts?

72

Fiscal Impacts: the DEIR does not discuss fiscal impacts.

73

With respect to phasing, mitigation and monitoring, the driving force has been or seems to be that we need to provide affordable housing and we apply a formula which is based upon current data. It is inconceivable to me that we are trying to meet a goal and there is no mechanism there for monitoring our achievement of those affordable housing goals nor is there a mechanism for monitoring whether or not we are mitigating the traffic impacts that are set forth.

74

One other comment on public transit going back to transportation and circulation. To suggest that the Iron Horse Trail be used as an alternative is in direct conflict with the general plan which does set forth that the Iron Horse Trail shall be used for non-motorized purposes only.

75

I would like an opportunity to amend my comments and to supplement them. I would also like to request that the time for hearing and comments be extended. I don't know what---yes, I do know what the rush is. I think I know it very well. Thank you very much.

MR. BRAGDON: Thank you. Anyone else wish to speak on this matter? Seeing no one rising, I will keep the hearing open and will continue the matter to Monday, July 20, 1992 at 7:30 P.M., at the San Ramon Fire District Board Room at 1500 Bollinger Canyon Road to receive further testimony and we will receive written comments unless the Board changes the time schedule up to 5:00 P.M., on Monday, July 27th.

Thank you all for coming. The meeting was adjourned at 11:00 A.M.

- 69-1 Refer to response to Comments 6-13, 7-95, 8-17, 8-20, and 24-1.
- 69-2 Refer to response to Comment 7-105.
- 69-3 Refer to response to Comment 7-107.
- 69-4 Refer to response to Comment 7-107.
- 69-5 Refer to response to Comments 7-110 through 7-112.
- 69-6 Comment noted. Refer to the revised Appendix D in the Final EIR for changes in traffic analysis. Also refer to response to Comments 7-110 through 7-112.
- 69-7 Refer to response to Comment 7-74.
- 69-8 Refer to response to Comment 7-21.
- 69-9 Refer to response to Comment 7-8.
- 69-10 Refer to response to Comment 7-14.
- 69-11 Refer to response to Comments 50-1 through 50-6.
- 69-12 Comment noted. Refer to response to Comment 36-3.
- 69-13 Comment noted. Refer to response to Comment 6-31.
- 69-14 Refer to response to Comments 7-17 and 7-18.
- 69-15 Refer to response to Comments 6-18, 7-17, 7-18, and 28-3.
- 69-16 Refer to response to Comments 7-17 and 7-18.
- 69-17 Refer to response to Comments 7-30 and 7-31.
- 69-18 Refer to response to Comments 7-32 and 7-33.
- 69-19 Refer to response to Comment 7-34.
- 69-20 Refer to response to Comment 7-37.
- 69-21 Refer to response to Comments 7-43, 7-44, and 7-45.
- 69-22 Refer to response to Comment 7-50.
- 69-23 Refer to response to Comment 7-63.
- 69-24 Comment noted. Refer to response to Comment 5-1.

69-25 Refer to response to Comment 5-3.

69-26 Refer to response to Comment 5-34.

69-27 Refer to response to Comments 6-13, 7-95, 8-17, 8-20, and 24-1.

69-28 Comment noted. Refer to response to Comment 24-3.

69-29 Refer to response to Comment 36-1.

69-30 Refer to response to Comment 36-2.

69-31 Refer to response to Comment 36-3.

69-32 Refer to response to Comment 36-4.

69-33 Refer to response to Comment 36-5.

69-34 Refer to response to Comment 36-21.

69-35 Refer to response to Comment 36-7.

69-36 Refer to response to Comment 36-8.

69-37 Refer to response to Comment 36-9.

69-38 Refer to response to Comment 36-14.

69-39 Refer to response to Comment 36-15.

69-40 Refer to response to Comment 36-17.

69-41 Refer to response to Comment 36-18.

69-42 Refer to response to Comment 36-19.

69-43 Refer to response to Comments 36-21 and 36-22.

69-44 Refer to response to Comment 36-23.

69-45 Refer to response to Comment 36-24.

69-46 Refer to response to Comment 36-25.

69-47 Refer to response to Comment 36-26.

69-48 Refer to response to Comments 36-27 and 36-28.

- 69-49 Refer to response to Comment 36-29.
- 69-50 Refer to response to Comment 36-30.
- 69-51 Refer to response to Comment 31-8.
- 69-52 Refer to response to Comments 31-10 and 31-11.
- 69-53 Refer to response to Comment 5-3.
- 69-54 The cumulative impacts section on air quality has been revised. Refer to response to Comments 40-1 through 40-12 and the Errata.
- 69-55 The revised air quality analysis addresses violations of standards in the impact section. Refer to pages 7-15 through 7-19 in the Draft EIR and response to Comments 40-1 through 40-12.
- 69-56 Table 6-1 of the Draft EIR describes the existing level of service conditions for local intersections. The LOS standard for local intersections is described on page 6-43. LOS conditions and standards for routes of regional significance and the congestion management program network are described on pages 6-23 through 6-25 of the Draft EIR. See response to Comment 6-18 for clarification of the application of performance standards on routes of regional significance.
- 69-57 Refer to response to Comment 52-6.
- 69-58 Comment noted.
- 69-59 Refer to response to Comment 7-63.
- 69-60 Refer to response to Comment 18-10.
- 69-61 Refer to response to Comment 43-3.
- 69-62 Comment noted.
- 69-63 Refer to response to Comment 5-1.
- 69-64 Refer to response to Comments 35-80 through 35-84.
- 69-65 Comment noted.
- 69-66 Comment noted. Refer to response to Comments 40-1 through 40-12.
- 69-67 Refer to response to Comments 6-18, 54-5, and 54-6.
- 69-68 Refer to response to Comment 54-8.

- 69-69 Refer to response to Comment 54-10.
- 69-70 Refer to response to Comments 54-12 and 54-13.
- 69-71 Refer to response to Comment 36-26.
- 69-72 Refer to the Draft EIR "Air Quality", "Noise", and "Circulation" sections for discussion of adverse impacts from construction-related traffic.
- 69-73 Refer to response to Comment 54-14.
- 69-74 Comment noted. Refer to response to Comment 7-9.
- 69-75 Refer to response to Comment 6-23.

CONTRA COSTA COUNTY
STATE OF CALIFORNIA
ZONING ADMINISTRATOR HEARING

20 July 1992

Pursuant to notification, the Contra Costa County Zoning Administrator held a Special Meeting at 7:30 P.M., in the San Ramon Fire Protection District Board Room, 1300 Bollinger Canyon Road, San Ramon, California.

Present were Charles Zahn, Acting Zoning Administrator, James W. Cutler, Chief, Comprehensive Planning, and the Recording Clerk.

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DRAFT ENVIRONMENTAL IMPACT REPORT: CONTINUED PUBLIC HEARING:

DOUGHERTY VALLEY GENERAL PLAN AMENDMENT, SPECIFIC PLAN AND IMPLEMENTING PROJECT ENTITLEMENT: County File #2-91-SR.

This is a continued public hearing to consider the adequacy of the Draft EIR for a planned community of 6,000 acres located to the east of the City of San Ramon in the Dougherty Valley on both sides of Dougherty Valley Road. The site runs from the San Ramon city boundary on the north and south to the Alameda County boundary. A general plan amendment, specific plan, rezoning, sphere of influence changes annexations and related applications shall be covered in this EIR. The project would allow up to 11,000 dwelling units, a commercial center and substantial open space areas. (Continued from 7/13/92) - JWC

(Note: The dialogue picks up with inasmuch as the recording clerk was totally unfamiliar with the built in recording equipment and the first portion of the speaker was not recorded).

GAYLE BISHOP, 18 Crow Canyon Court #390, San Ramon, California.

...clear that none of these documents seriously or in an adequate way addresses the accumulative impacts of 11,000 units in the Dougherty Valley. It does not address the tax on water. Three East Bay Mud directors came out to say that they not only did not have the capacity or the ability to service that area; they don't have the ability to serve the area which is presently within their service boundary, they certainly cannot serve that area and they do not intend to serve that area unless compelled to do so. My reading on that is the County is going into something that invites a law suit. These people do not have the capacity to serve.

Having come from the rather grim hearings this morning, we have five districts which are having severe cutbacks, cut back to levels

we had 10 years ago with increased areas to serve, how do we serve these areas. We have representatives here tonight from the school board. Having been one of those voices raised at the time the Tassajara projects were going in and my concern about being able to provide for adequate schools for our children, I hate to be proved correct; but, we have children who live in the Tassajara Valley who are in one family but going to three different schools. Certainly when one compares the EIR, the County's to the one of the cities and look at their projections and look at the growth management aspects, the cities by far reflect greater attention to details, greater thought, specificity and it's 9,000 units less and I think what we are looking at is the difference between---well, one plan, the city's plan will destroy our community, it will destroy our capacity to serve. We do not have the water; we do not have the schools. It does not conform to the open space as envisioned by the Save Our Hills Ordinance; so, it will destroy our community. Even though these people worked very hard trying to make a plan that would be acceptable.

The difference between that and the County's plan is that the County's will destroy it utterly. I have been here for five years talking about the Dougherty Valley. The County has been proceeding with the Dougherty Valley with total lack of recognition that it won't work. Tassajara didn't work and this certainly will not work and if there is any way that this message can be taken back to the Board of Supervisors, we in this community know what the impacts are; we live with those impacts every day of poorly managed growth. Give us an opportunity if not sending it back to the City of San Ramon, at least give the San Ramon Valley Regional Planning Commission more autonomy, more authority to deal with this. Let the people who know what the issues and concerns are deal with it. The document itself under CEQA is totally inadequate. Thank you very much. My letter is a bit more specific and I think the comments in my letter are, perhaps, more inflammatory.

MR. ZAHN: You did ask the question as to what counts and what counts is the specified process. Any of the testimony that is given during this obligatory review period which I believe runs a minimum of 45-days, has to be considered for its environmental content and responded to. So, it doesn't matter if that comes in the form of oral testimony or written or, we don't use the practice but some of the Federal agencies have one where you speak into a telephone connected to a tape recorder. Impersonal; but, the content is still there and has to be addressed.

MRS. BISHOP: Mr. Zahn, I think that was a rhetorical question on my part and I think I wasn't talking about which of the County hearings counts; but, people are questioning why is the city going through this process? Why do we have a Tassajara or Dougherty Advisory group? Why do we have the City of San Ramon going through the process---we have dual processing again. The County has complete discretion as to what they will accept and what they will

not accept and I frankly think it's come down the city unfortunately being placed in a position of having to compete with the County to see who could come up with the worst plan; or, let me correct that: Who could come up with a plan that is most acceptable to the developers. Thank you.

MR. SAHN: As I said earlier, it is our practice to take public officials first. I have cards here from four of them. First of all Council Member Greenberg of the Town of Danville. Are you here, sir?

MILLIE GREENBERG, 674 Sherie Lane, Danville, California. I am a Council Member of Danville; however, I'm here this evening representing the Tri Valley Transportation Council. For those members of the public who are here this evening, this word of explanation. The Tri-Valley Transportation Council is a joint powers agreement and it is comprised of the five cities of Livermore, Pleasanton, Danville, San Ramon and Dublin as well as the two counties, Alameda and Contra Costa.

In forming of the J.P.A., the seven member jurisdictions recognize that adequate transportation planning is essential to orderly development of the Tri-Valley and so we have agreed to jointly review and coordinate transportation planning and construction of transportation facilities.

The J.P.A. also required us to review and comment on any proposed general plan amendment when regional or sub-regional transportation issues are involved.

In addition, the Tri-Valley Transportation Council has been designated by the Contra Costa Transit Authority as the agency responsible for the preparation of the action plans for San Ramon, Danville and this portion of Contra Costa County; and, so it will be in that context that I offer the following comments, particularly those on growth management.

I have to say, however, as a preface, that the more we delve into this E.I.R., the more we are struck by its deficiencies. I have to tell you that as we worked through this document, we are continually amazed at the irony of it all. This County has for the past several years painstakingly been planning to spend millions of dollars of taxpayers' money for growth management and transportation and this EIR ignores the most basic principles and standards of that Measure C Program. That has to be rectified prior to certification of the EIR. The T.V.T.C., has not had a special meeting yet when I spoke before the Zoning Administrator hearing in Martinez on the 13th. However, I forwarded very general comments about the flawed technical data in the draft EIR and its inconsistency with the requirements of both CEQA and Measure C. Since that time, I have more specific comments to forward to you and it represents those of the member jurisdictions. We will be

meeting again on the 22'd to authorize staff to forward our complete and written comments.

It is of the greatest concern to us that while the EIR traffic consultants were aware that the TVTC model was being prepared and that it was in fact imminent, they moved forward without its inclusion. The consultant has stated that he tried to replicate the TVTC model using a modified 1986 Crow Canyon Corridor Study model. We maintain that a patch-work attempt at replication is unacceptable when the real thing involving hundreds of thousands of dollars, two years of technical effort, the most accurate traffic assumptions as agreed to by a group of knowledgeable experts was about to be made available. We believe that this is an alarming flaw in the draft EIR. The entirety of the Measure C action plans would be based upon the TVTC model and to circulate an EIR at this time without that currently available information is premature if not presumptuous. It also violates the requirements of a contract that was entered into by the voters in the adoption of Measure C.

The TVTC is on the verge of composite forecasts that should have a primary roll in the EIR projections and to ignore those forecasts would mean that tremendous decisions affecting the Tri-Valley would be based upon outdated information and that is unacceptable.

The TVTC is concerned with the consultant's lack of compliance with Measure C requirements for multi-jurisdictional planning. Consultation of effected jurisdictions as to which interceptions to study have been minimal or non-existent. There were no discussions about mitigations with any.

The DEIR omits analysis of numerous major intersections on Tri-Valley roads. The DEIR should be revised to include analysis of project impacts at all intersections which would be significantly impacted.

Effected jurisdictions have been consulted on mitigation measures within their own jurisdictions; yet, those measures are presented in the Draft EIR. Mitigation measures must be reviewed and approved by the impacted jurisdictions before the EIR is certified.

The DEIR failed to analyze major intersections and provide mitigations on roads designated through Measure C as routes of regional significance. That is an incomprehensible failure and that analysis has to occur.

The DEIR does not assess the project's impacts on the ability of the adjacent jurisdictions to achieve compliance with congestion management plans for Alameda and Contra Costa Counties. Impacts on congestion management plan routes should be explicitly evaluated. Inability to meet CMP standards will jeopardize local gas tax subventions.

Several intersections included as mitigated will not result in acceptable traffic operations. Mitigation measures must be based upon generally accepted traffic engineering principles including limitations on left-turn storage. Mitigation measures that include unrealistic assumptions regarding left-turn storage and right of ways and other issues have to be modified prior to certification of the DEIR.

The TVTC is concerned about limited capacity on I-580 and I-680 on ramps. The I-580-680 interchange is hopelessly over capacity at the peak hours; yet, the model has not assigned the traffic overload to parallel streets nor has it examined the subsequent ripple effect on surface streets. This, too, must be rectified.

The EIR should also be revised to note the improvements to the I-580-680 Interchange is not fully funded.

The TVTC is concerned about the wholly implausible EIR conclusion that after completing the city the size of either Danville or San Ramon that traffic counts on our roads will be either the same or less and under current conditions. Interception volume forecasts for 2000 and 2010 accumulative land use scenarios must be greater than or equal to existing interception volume counts unless net work improvements justify other conclusions. The EIR has to revise these intersection forecasts and modify mitigation measures as necessary prior to certification.

The Draft EIR fails to adequately examine peak hour conditions on arterial streets and since the DEIR omits a number of key intersections on those streets, long stretches or roadway are not examined at all during peak hours. Peak hour analysis of arterial roadway segments must be included in the draft EIR.

Figure 6-7 of the draft EIR shows approximately 72,000 total daily trips entering and leaving the Dougherty Valley. That Dougherty Valley General Plan Amendment Area in the year 2010. This appears inconsistent with estimated project trip generation and the assumption is mentioned that 30% of project trips occur within the Dougherty Valley. That is that 168,000 total project trips including 51,000 internal trips and 117,000 external trips and then similar problems are noted for the build out land use scenario.

Given all the prior problems and inaccuracies in the draft EIR, the draft EIR must consider and evaluate reduced land use intensities as a regional traffic mitigation measure.

The Tri-Valley Transportation Council is also concerned with the draft EIR lack of financing plan for transportation improvements assumed in the future roadway network, including planned improvements within and without the Dougherty Valley. Each transportation related improvement and mitigation measure should include improvement timing phasing, costs and a financing plan specifying who will

pay and how much.

The draft EIR should clearly commit the Dougherty Valley Project to full participation in regional traffic impact fees and/or other mitigation programs.

The Tri-Valley Transportation Council is concerned that the draft EIR lacks a mitigation monitoring program; that the program must be included specifying who will monitor impacted roads; what type of monitoring will take place; how often it will occur and how the results will be reported. The relationship of this monitoring to congestion management plans should be specified.

I have limited my comments to Tri-Valley Transportation Council concerns. We will be submitting additional written comments; however, in recognition of the number of flaws in the draft EIR and the incredible amount of work that your consultants will have undertake in order to bring this document up to an acceptable level, we are forwarding our comments as we find them so that you may begin your work. Thank you.

MT. ZAHN: Thank you. The next card I have is from Beverly Lane.

BEVERLY W. LANE, 556 Indian Home, Danville, Calif. I'm the Mayor of Danville. I spoke at the first hearing as well in Martinez on July 13th. I have some other comments. Since you're a new face as Zoning Administrator, these will all be new to you. I have six or seven general categories and I'll try to move through them as rapidly as possible. Is this meeting being taped?

First of all, I will really be focusing on Danville issues at this time. I spoke more generally at the original hearing.

First, we are very concerned about the lack of multi-jurisdiction lack of cooperation with Danville in developing this draft EIR. When Danville and other jurisdictions have large EIR's, we are careful to communicate with adjacent jurisdictions and in this case there was no scoping of the EIR done with either San Ramon or Danville. In addition, in the process of writing the EIR and developing the information, there was minimal consulting done with the staff of Danville, San Ramon and with the Contra Costa Transportation Authority.

It is not enough to say that the coordinating committee which has been meeting for several years allowed for inter-jurisdictional cooperation. That was a different focus all together and I feel strongly that Contra Costa County cannot count that as the cooperation Measure C requires.

Second, I'd like to address schools and spend some time on that at this time. In reading the EIR, I feel very strongly that the issue of taking care of schools for the possible number of school

students was addressed inadequately.

The Contra Costa County General Plan adopted in 1991 and supposedly consistent with Measure C and the Growth Management Program had several goals which reflected Measure C. One was, on Page 529, development would be permitted only when financial mechanisms are in place or are committed which would assure adopted performance standards. This is clearly not done in the EIR. Another goal is Goal 7-AR "...to assure that school facilities are adequate or committed to be adequate prior to approvals of major applications of residential development." And, a final policy is Policy 7-2, that new development not existing residents should be required to pay all costs of upgrading or constructing new facilities needed to serve new development. When we look at the mitigation measures here, I think neither of those goals or that policy are met. Mitigations submitted is woefully inadequate. A list of school needs, a list of facilities on the fictitious amount of funds available in AB 29-26 Developer Fees and it says what amount is needed. Developers' fees, we're talking about \$38,000 and I don't know where that figure came from but says the amount needed is 111 million dollars.

I'd like to give you some additional examples on the way schools need to be mitigated for this development. The EIR needs to acknowledge the potential or significant traffic impacts just around the communities that would incur if there were improper timing for the delivery of schools. It needs to also to specify impacts resulting from overcrowding our existing schools if new schools are not established in a timely manner. It needs to acknowledge the extensive time and uncertainties of securing State funding for construction of new schools and the lengthy process of securing design approval for these school. When it indicates the gap between the costs of the necessary school and the funding for those new schools that should come from the developer, it does not make clear that the school district cannot cover that gap. How will the gap be covered? Will development of the Dougherty Valley push the school district into double sessions and/or year 'round schools? Will existing communities have to accept out commute traffic caused by inadequate or inappropriately located schools?

In addition, the EIR does not adequately indicate the financing mechanisms for new schools that will be established which is required by the general plan. It fails to indicate how timely delivery of school facilities will be assured. If the general plan, which the County just adopted last year is to be complied with, then major revisions to this section 44 of the draft EIR must occur. Additionally, given both the magnitude and standard phasing schedule of the project and in recognition of general plan policy 7144, it is unclear if adequate analysis has occurred to assure the high school enrollment boundaries have been adequately reviewed to assure "the development of quality schools."

Here are some things which the mitigation measures should indicate if they are to be deemed adequate: (1) they need to create a delivery schedule for new schools; (2) indicate capacity assumptions and maximum times to commence and complete construction. (3) Needs to require that preliminary design work and construction costs estimating for all the required school facilities occurs prior to recordation of the initial final map and it needs to require establishment and acceptable funding mechanisms to the corresponding cost distribution plan and scheduled payments. Additionally, the project applicant should be required to fund a study of high school enrollment boundaries.

I feel that I must comment on some of the traffic impacts which were revealed in the EIR, which are inside the City of Danville and which were not discussed either with staff or policy people prior to appearing in this document. Some of the results when we look at them inside of Danville's boundaries are quite extraordinary, to give you just a few examples.

One is the requirement for three (3) left-turn lanes from Camino Tassajara to Crow Canyon Road. This is an extremely rare turning movement in most urbanized settings and there are only a few of them in the Bay Area at this time.

Second, the discussion that miles from the Dougherty Valley itself, Danville widened Diablo Road between I-680 and Bret Hart Corner where Camino Tassajara starts, which we've estimated as costing probably over 5.5 million dollars. This is simply listed in the plan.

Third, the development of Lawrence Road, which is certainly not in Danville's plans.

Fourth, ramp metering at all Danville intersections or some Danville intersections.

Fifth, alteration of the north bound I-680 on-ramp from Sycamore Valley Road which would require two right-turn bound meter turns which would eat up a large part of our proposed parking lot.

Finally, the EIR shows I-680 stopped cold and does not address the impact on Danville's service streets especially Camino Ramon, Sycamore Valley Road, San Ramon Valley Boulevard and Hartz Avenue.

My fourth item looks at the issue of affordable housing in what I like to call the mythic jobs housing balance. Now, all of us know that housing is expensive in the Bay Area. The State has acknowledged that with its (banging of microphone. Can't understand wording) ...the County has this as a high priority and the cities are examining it as well. In Danville, we have passed a housing element and in that element we have attached inclusionary zoning policies. We have identified multi-family locations inside

our boundaries and we are pressing developers both in Danville and areas adjacent to Danville to include affordable housing in larger development projects.

In the Dougherty Valley EIR, when the development agreement was signed with Windemere and Chappel, using a varying powerful tool, which a development agreement is, they call for 25% of the housing to be built there to be affordable housing. What we are wondering is: When a new development agreement is put together, and I understand a draft is in the offing, will they require affordable housing of that amount or will they slip it another direction? Will it be altered in some way?

Our other question I'd like to see answered is: Where will the affordable housing go? Will it be put throughout the development or in one segregated area? There is no assurance of a real affordable housing program built into the EIR. Again, if they plan to do this, the mitigations need to be specific and all phases need to be set up to have their share of the affordable housing.

The issue of jobs housing balance is a favorite one for me to come before the county and cities and talk about having more development units. I think, though, that in reading page 14-17, it is truly wishful thinking to say that there will be short commute for less traffic, noise and air pollution because of these 11,000 dwelling units. In one location in the EIR it says that the housing will produce 168,000 additional average daily trips and here, when they talk about jobs matching housing in this vicinity with Bishop Ranch and the Hacienda Business Park, they talk about less impact because the houses will be affordable and the assumption being that people will no longer go to Tracy and Manteca to live.

Now, the EIR needs at the very least to be consistent here if people who move there do not choose to work in Bishop Ranch or Hacienda Business Park, this could result in an enormous out commute from the Dougherty Valley. This needs to be addressed fully in the EIR.

Next, I'd like to make sure that the record reflects in the EIR, there are several deficiencies which have been pointed out in the earlier hearing and other meetings to which staff has come that have been very specifically noted and which have not been appropriately answered.

First of all, as I think Mrs. Greenberg addressed, there are whole-sale problems with the traffic modeling. Secondly, in doing that traffic modeling and putting in that information, they have used raw forecasted peak hour traffic volumes instead of adjusting the raw model output as required by the technical procedures of the Contra Costa Transportation Authority Growth Management Program.

These procedures were adopted in January of 1991. Unlike the model

that has just been finished for TVTC, these procedures were readily available for the traffic expert and they should have applied them in their figures deciding on how traffic would work coming out of Dougherty Valley and they did not.

Finally, under this section, I do want to point out again that there was no inter-jurisdictional cooperation on planning and I ask that in response to this issue, the EIR responses give some examples of what they would say were inter-jurisdictional cooperation.

Sixth, there are some major conflicts just intrinsic in this EIR. One I have mentioned was 168,082 average daily trips noted in one section and in another section an indication that there was no impact on traffic, air and noise as a result of this EIR.

Second, in schools, the general plan goals to pay for their own facilities and there is a gap of at least 80 million dollars.

In fire, a very important health and safety issue. The EIR indicates they will address this in later negotiations. That is not acceptable.

In the area of police services, they have said that five (5) Sheriff Officers would be added for 11,000 dwelling units. That is 1/4 of the standard which we have in San Ramon and Danville and what they would mean if they are serious about this and they do not rectify this expectation, that will mean an incredible amount of mutual aid which the existing cities are going to be required to provide to keep the peace in this area.

I guess my final point, which I'm sure you will be relieved at, is that we must again ask that you have extensive and detailed mitigation monitoring program explicitly written into this EIR. This is not a 100 dwelling unit development which is done and when it is done, it's finished. This is 11,000 dwelling units. It is huge and it is, according to the developers, a 15 to 20 year experiment and this can truly devastate our valley. The mitigation program must function over the many years of this project and we will look when we see the responses to the EIR for some real specifics here. Our goal would be to see at least a half page of specific comments for 50 to 70 of the mitigation measures which have been addressed and we need to know what to fall back on if the mitigation measures are not effective.

I believe that to have these hearings before the Zoning Administrator and to plan to certify the EIR so rapidly is a betrayal of the public process. This is the largest project in the history of Contra Costa County and the elected policy makers, the Board of Supervisors should be hear listening to the issues prior to their decision. Thank you.

MR. SAHN: The next card that I have is that of Joan Buchanan.

JOAN BUCHANAN, 19 Mott Drive, Alamo, Calif. I'm representing the San Ramon Unified School District Board. Schools, I understand have been a great area of concern at your meetings. I haven't been to your meetings; I didn't receive any notice; but, I wanted to come and share with you tonight to share with you tonight what the current condition or situation is with the school district and what our perspective is on the development. You will be receiving a formal response from our staff.

Currently, our school district is very close to capacity at both elementary and middle school level. It is reflected in your environmental impact report which shows that we are at 94% capacity at the elementary level and 96% capacity at the middle school level. What those numbers don't reflect, though, is we are currently diverting students at over half of our elementary schools and what we are diverting at two of our middle schools so that (end of side A of cassette. Picks up with):

...middle school level so that as soon as those kids move on which is just a matter of a few years, we will be very close to capacity at the high school level also. In fact, the numbers you show are just sort of a snap amount of time of the 1992 school year and when we project our figures forward and go ahead 5 years, we will be at capacity at all of our schools within the district.

I also want to point out that as a trustee I receive more phone calls from parents, from realtors, concerning the fact that their child has to be transported 7 or 8 miles each way to school every day because we don't have the neighborhood schools. I receive more complaints from parents over not having capacity than I do about curriculum, instructions, teachers, any other area. That's the number one complaint that I receive. In fact if there is anything that's made real clear to this Board, it's that neighborhood schools are a top priority of people within our community.

The next area I want to address is where we are financially with respect to facilities. The school district currently has a 26 million dollar obligation in what we call certificates of deposit which is another name for a bond, essentially. These COP's are not backed by voter indebtedness. These COP's were used to build schools, to take care of infill and capacity and basically will be repaid through future developer fees, through the hopeful sale of our Charlotte Wood property, through matching funds that we're hoping to get on the Sycamore School; but, all the money we will have coming in through these kinds of sources are committed for at least the next two years if not the next 20 years. So, we have no money from the developer's side or sales or anything else to build new classrooms. In fact, I have to say, given the sale of the Charlotte Wood and the changing of the economy, the slow down of building, just meeting those obligations is going to be tight over

the next five years and if we are unable to meet those obligations which force us to take money from the general fund, which takes away from books and supplies and other programs.

The other money we have for facilities comes from the passage of Measure A in March 1991. Measure A was 40 million dollars approved by the voters to provide reconstruction for school 30 years or older; to provide for additional classroom space at some schools; to build a new middle school in San Ramon and a new elementary school out in the Tassajara area.

Measure A assumed when we put it together that of that 40 million, we would be eligible to receive matching funds from the State for 30 million; so, it really has a project list where we need 70 million dollars and yet we have 40 million dollars approved by the voters. We're in a situation right now where we're not eligible for matching funds from the State. We will not be eligible for at least the next 5 years and probably will not be eligible during the course of the Measure A time period which goes through the year 2001. That leaves the Board in a situation of having to take 70 million dollars and prioritized 40 million dollars of that and it's not a good situation to be in. So, from a facilities point of view, we have no money to build schools outside of those that are already committed or build schools in new large development areas. We do have an agreement with Chappel and that agreement does cover a site for two elementary schools, a middle school and it covers all the site preparation; it covers the construction of the first elementary school and assumes that we will be able to receive matching funds from the State. Again, the State's financing situation could change---lord knows, we don't even have a budget right now. It uses the matching funds from the first elementary school to build the second elementary school. Chappel has committed in that agreement to pay its pro-rata share of the high school. That the Chappel agreement is viewed by some as an agreement that meets the entire need of the Dougherty Valley and there are other developers there where we don't have an agreement and in your environmental impact report it states accurately that we need four elementary schools, either one large middle school or two small middle schools and a high school. So, we need to be sure that we meet the needs of all those facilities addressed.

The next item I'd like to talk about as mentioned by Bev Lane is the staging of schools. We are not going to have capacity to house any students in the Dougherty Valley in existing schools nor do I think the people who live there want to be in a position of having to transport their students 8 or 10 miles each way to school.

I think its critical that the schools---not just the plan for the schools but the facilities themselves are in place prior to construction. We're not going to be able to house 300 students and wait until we have another 300 students on board. We need the schools in place first. We have a situation with one of the

schools in the north, if construction were to begin in the north-west corner because that's within EBNUD's territory, the school is not within EBNUD's jurisdiction; so, you could have homes and a commitment to build schools but no school. That doesn't serve the children of this community well at all.

I'd like to reiterate what Bev Lane said and that is the mitigation proposed must be very specific. Certainly there seems to be in the report the feeling that we need to provide the schools. But, I think the mitigation needs to address when the schools are provided; what triggers we have and time-wise and that needs to be tied to the approval process for construction. I don't want to find whether it's myself or future board members in the position of the report recognizing that yes the schools need to be built but then having to fight it out with the County or with the developers at some future date to decide who's going to pay for them and how they're going to be built. So, I think we need to look beyond one developer; we need to look at the entire project and we need assurances that the schools will be in place prior to the approval of construction. Thank you.

CHARLES SAHN: Thank you. Next I have Mr. Richard Heggie.

RICHARD HEGGIE (No address given): Thank you. I am a member of the City Council of the City of Orinda. I'm also Chairman of the Southwest Area Transportation Advisory Commission and a member of the Contra Costa Transportation Authority and I come here in these capacities.

I've already heard some of the things I was going to say so I will not cover all of them. We have on behalf of the five cities of the Transportation Advisory Committee we are submitting a letter. These cities being Orinda, Lafayette, 4 Moraga, Danville and San Ramon. This will detail our specific concerns. I'll just mention a couple very briefly because they will lead to what else I'm going to say.

First, under mitigation measures, the DEIR focuses on additional roadway capacity as the primary mitigation measure and I would just like to point out that the Measure C Growth Management Program implementation documents which the transportation authority is responsible specifies that the range of mitigation measures be considered including reduced land use.

Second, that there should be monitoring of mitigation measures and this monitoring should be on both basic routes and regional routes. The DEIR, as we see it, lacks a mitigation monitoring program. I might add that the impact of this development is not only going to be on San Ramon and Danville and perhaps on Pleasanton and Dublin; but, as we've seen in the past with other kinds of developments, they will hit communities down the line on I-68; down the line on Highway #24 and so on and all these things need to be measured in

terms of the impact down the line.

Finally, I would like to reiterate what Beverly Lane said about the EIR documents concerning the raw material, the raw models. Those should be adjusted and the DEIR will have to take that into consideration.

But, now to my main point. According to the document which establishes the Contra Costa Transportation Authority and which was endorsed by the voters of this County and I quote: "The authority shall establish a forum for jurisdictions to cooperate in easing accumulative traffic impacts. This will be accomplished through the regional transportation planning committees and be supported by an on-going County wide comprehensive transportation planning process in which all jurisdictions shall participate." The underlining of "all" is mine.

On March 18th of this year, the authority adopted a resolution to the effect that any project which would generate 100 or more peak-hour trips would be referred to adjoining jurisdictions and to each of the Regional Transportation Committees for comment regarding possible ways to mitigate traffic generated. This was to be done both with the initial proposal and at the EIR stages. There is little evidence that the County has observed either the letter or the spirit of Measure C. There has been minimal opportunity for discussion among the jurisdictions of the impact of the largest single development proposal which I've ever been aware of being presented in Contra Costa County. There is no input to the preparation of the DEIR and only 45 days allowed for comment after release of the DEIR, that is the minimum; but, for a project of this size to establish that as a minimum seems to be ludicrous.

The DEIR was not distributed to the Regional Transportation Planning Committee despite the requirement by law established by the authority on March 18th.

Measure C also requires each local jurisdiction to achieve certain levels of service on their roads. What the County proposes to do with this project has the effect of mandating major expenditures by cities in order to correct the problems created by this development, I mean major expenditures on local roads as well as on regional routes. This, to my way of thinking, is taxation without representation.

In the context of cooperative multi-jurisdictional planning, which was what was enforced by the voters, it is incumbent on Contra Costa County to discuss proposed mitigation measures with local jurisdictions---and I say discuss not just circulate; but, discuss, before the EIR is finished so that plans to reduce accumulative regional traffic impacts can reflect the interests and needs of all those effected otherwise, you make a farce out of Measure C and you make a farce out of what the voters did.

As I said, we are submitting a more extended review of the DEIR itself; but, I wanted you to know the strength of our feelings about the process and I speak for the five cities. I would also say that I currently am Chairman of the City-County Relations Committee which was set up by the Board of Supervisors and the Mayors' Conference of Contra Costa County to try to improve relationships between the County and the cities and to work out means of cooperation. So, I hope you will convey to the Supervisors who are on that committee---Sunne McPeak, Bob Schroder and the alternate Tom Torlakson---that, indeed, the way this particular proposal has been handled, the process by which it's going through, the lack of consultation, undermines the whole effort that we've been working on this last year and a half through that committee. Thank you very much.

MR. RICK PROBERT, 1500 Bollinger Canyon Road, San Ramon, Calif. I'm the Assistant Operations Chief for the San Ramon Valley Fire Protection District.

This evening, I'd like to make three points in our view of the draft EIR as presented and I'd like to make them briefly for the sake of time.

Under Mitigation Measure 5.17, as presented, it speaks to the placement of one and possibly two fire stations within the study area. We would like to indicate that at this time based upon the information presented to us that the Planning Staff plan for a minimum of two (2) and if circumstances should change dictating or reducing that, that would be taken into consideration.

We would also highly urge, as we have done with the City of San Ramon in their development of their EIR and plans for the Dougherty Valley joint use of fire department properties with police services. We feel that's the direction of the taxpayers and that's the most efficient use of limited funds, resources and land.

Thirdly, and this is on Page 550 and it talks to the need for additional fire fighters and the EIR reads as follows: "Implementation of the project would increase the need for additional fire fighters to staff equipment described above"---they're speaking to the earlier mitigations---the impact is considered less than significant because the San Ramon Fire Protection District expects to obtain sufficient revenues to staff its fire station from County property tax revenue sources. "No mitigation is required because this impact is considered less than significant."

At the time of the printing of the EIR and the time of our interview, this was a correct statement; however, with the recent budget difficulties the State has been experiencing and the uncertainty with regard to special districts and AB-H legislation, we feel compelled to have the EIR changed. We'd like the EIR to reflect the following:

"If the current taxation formula AB-H is modified to a negative impact district during the build-out period of the project and prior to recordation of the final subsequent maps for the project, a funding mechanism satisfactory to the San Ramon Fire Protection District shall be established and implemented to cover any short fall in emergency medical monies necessary to provide services set forth by the standards of the Contra Costa County General Plan."

We think it imperative that these considerations be made. We stand ready to work with the County any way we can to make this a successful project and we will be following up my oral presentation with written documentation. We feel the district provides an excellent level of service and the citizens of the district and the surrounding communities need to look at this project as a whole as an impact on all citizens within the valley. Thank you very much.

MR. SAHN: The last official's card that I have is a Mr. Blicherstaff.

MR. JIM BLICKERSTAFF, 2410 Talavera Drive, San Ramon, Calif. It is a fact; I can't deny it; I am a public official. I'm on the City Council of San Ramon and I'm also a director of Preserve Area Ridgeland's Committee. Primarily, my comments will be related to you as spokesman for P.A.R.C.

Basically, a preliminary review of the EIR reveals a couple of fundamental things. The first is that the EIR is inadequate and the second is that this plan is incompatible with your general plan. These, as I said, are fundamental and the primary one, of course, is the EIR's adequacy. The adequacy or actually inadequacy related to primarily four sub-categories as we see it at this point: (1) water, (2) phasing, (3) traffic and (4) police and secondarily also schools and wetlands and visuals are in need of further elaboration to bring them up to standards for an EIR.

A letter will be forthcoming elaborating these points in detail. But, as mentioned earlier by representatives of Danville and other representatives, traffic is apparently inadequate at this stage and I would concur with their promise that they have with traffic and add also a couple notes on possibly false assumptions on traffic.

One of the assumptions that tends to be made with traffic is jobs, rate of growth is a constant as the availability of housing varies. The rate of jobs growth is not a constant; it's a variable. It depends on a lot of things and one thing it depends upon is housing availability. As you change that from zero to 11,000 houses and anywhere in between, the rate of jobs growth will change; so, a primary assumption we have to make when you're doing your traffic study is that inter-relationship between jobs available and housing availability.

The other assumption I think was a false assumption that lead to a

rather nonsensical figures about traffic impacts was that the no project alternative. If you take 11,000 units off the market, you have not added 11,000 units on other markets in other jurisdictions. You've taken 11,000 off the market. Other general plans are not going to suddenly say, Oh, good. We have another capacity of 11,000 we're starting to increase our general plan allotments and make it 11,000. The analysis does not seem to recognize that fact and seems to assume that those cars will be coming from somewhere else and other jurisdictions will end up with a new gain of 11,000 that will make up the difference. That's another false assumption.

So, with that and the comments made earlier, I think there's still a lot of work to be done with the traffic to bring it up to snuff.

Another situation that needs to be further elaborated is visual impacts. I would only comment---the EIR tries to present a setting for this review, puts it in context. I'd say that setting is in error; that the setting for this EIR in terms of visual impacts is more along the lines of recent grass-root efforts on what the people want to see in terms of protecting their hills and creeks. The evidence for this is the Save Our Hills Ordinance which gathered nearly 4,000 signatures less than 2 years ago and was adopted by the City Council. A reaffirmation of the Save Our Hills Ordinance, very strong hillside protection, with two-to-one defeat of Measure L and the last selection, the people made it very clear that they want a strong hillside protection and also wanted to be able to vote on any alterations of those protection and then very recently, we had Measure K in Pleasanton by an 80% to 20% vote, the people of Pleasanton said that they didn't want to go in hillsides. It was about as unanimous a vote that you're ever going to get in a popular vote and now more recently in Dublin, we have a referendum drive to put on the ballot a project in West Dublin.

So, in this context of the popular sense of continuing to feel very strongly about hillside protection and creek protection and natural open space preservation, we have the County interjecting itself in a very aggressive and hostile manner, I might add, into San Ramon's planning process to in effect grade hundreds of acres of hillsides and ridge lands and do mass grading in all these land forms to such an extent that not only are you violating San Ramon's Hillside Protection Ordinances but you're violating your own; you're violating Measure C and I'll get to that in a minute; that's where you come down to your incompatibility with your own general plan.

So, this is the context we find the County presently going forward with development plans and I'd say that until you fully realize and appreciate the ramifications of interjecting yourself in such a manner into local politics and the vision that the cities like San Ramon and others want to see for themselves, you have yet to appreciate the problems you're going to have with this kind of planning process.

40 The other problem that I see coming out of the EIR is the wetlands. They address the wetlands. They say there's a 404 permit that will be needed by the Army Corps of Engineers and they tell us what should be done and what ought to be done; but, we're left to wonder how this process is progressing and if, in fact, the Army has signed off on the mitigation procedures or Fish & Game has signed off on mitigation procedures and if they have not been satisfied as to one-to-one acre mitigations for wetlands loss, what is the status of this and will you go ahead and with approvals in spite of lack of approval by the Army Corps of Engineers or Fish & Game.

So, we need to see further details on specifics, on the status of the wetland mitigations as it relates to Federal Law and even State law.

41 The other inadequacy mentioned earlier is police. When you have one police car or one policeman for 5,600 people, the mitigations suggested are inadequate and the impacts are yet to be fully appreciated by this EIR. Until the police issue is address, that point alone will tend to keep it inadequate.

Schools is another interesting problem. I understand it has been identified that there's a 73 million dollar gap in schools between funding and what will actually be needed in terms of impacts. This looks to be a violation of---there's a number of violations of the general plan of the County; but, this looks to be another one where you say that schools will be required to pay their own way. If that is true, then it looks like you will have to come up with 73 million dollars---I mean, the development will be required to raise all that money---and you'll have to come up with 73 million dollars to make that happen otherwise, it looks like we're heading for a huge impact on the local communities to fund the shortfall between the cost of schools and the funding that will be available. That needs to be looked at in greater detail and also the compatibility with the general plan.

44 The other problem with the adequacy of the EIR is the water situation. You identify impacts to a certain extent on superficial level with the impacts on EBMUD should they be required to provide the water service. There's reservoir requirements; there's pipeline requirements; there's pumping station facilities. You mention that all these will be required but then you don't look into them in the EIR. If this is necessitated, as it will be by this project, then the EIR is required to look into those impacts. You've identified them as probable and likely; but, you haven't looked into them.

45 The specific plan identifies EBMUD as the water provider. It's the local provider and, therefore, there should be no qualms with your environmental study to make sure that you've addressed those impacts. Until you've done more than just acknowledged them and you've looked into what will happen and how you will mitigate it,

the lack of review of the water impact still is a serious problem with this.

The other serious problem, of course, is phasing which is the rate of growth. Reading between the lines of the specific plan and the EIR, apparently the rate of growth will be dependent on the market forces. That's good in some respects; but, on the other hand, it throws everything into upheaval as to how to get a handle on the impacts. If the market forces vary between 2 and 15%, you can imagine the annual impacts on the community if you're depending on market forces to gauge the rate of growth. It's almost---it's a part of the project itself that demands some kind of control over so you can do an adequate EIR. If your rate of growth all over the map and is so volatile you don't know where it's going to be from year to year, you've put your whole EIR adequacy into upheaval because you don't have any way gauging the impacts from year to year. The impacts will be enormous if it's 15%; it will be moderate if it's 2 or 3%. You have to get a way to handle that and then address the impacts as a result of a figure that you have a handle on.

The final point I would make is that the EIR to its credit does point up to a limited degree violations of the County's own general plan. I would say that the EIR needs to elaborate on these violations and do a full compiling of these violations both in terms of the environment and service. It's done a partial compiling; but, it needs to be more fully listed.

I'll just mention in terms of the environment the incompatibility with the general plan is indeed serious. It has to do with Measure C, 65/35 and you've already heard about the problems of the old Measure C; but, 65/35 is an issue ordinance in the general plan and it cannot be modified or reinvented and it cannot be amended as other aspects of the general plan can. So, the requirements of Measure C are quite important and in terms of letting you know ahead of time before you actually receive a letter from us, the primary problem will be on Measure C, the 26% slope protection. The EIR to it's credit knocked out 630 acres of 26% slope or above that will be leveled, removed, flattened otherwise destroyed under this plan and to do that in the face of Measure C requirements to protect 26% slopes is to virtually render the initiative nonsense and irrelevant and until you've addressed the incompatibility with this plan and your general plan, particularly Measure C 65/35, it may be and probably is inappropriate to go forward with this process at this time until you make the plan itself legal. I will close with that now.

MR. SAHM: Thank you. The next public official I have is Patricia Boon.

PATRICIA BOON, 2567 Shadow Mountain Drive, San Ramon, California. I'm Vice Mayor of the City of San Ramon. I will be speaking to you

basically on general issues tonight with a short summary of the City of San Ramon's concerns; but, will provide a fully complete written summary of our concerns and will be forwarded to you by our staff.

I'm going to say this several times because I don't think that this message has become as clear as it needs to be.

This project is the largest project that Contra Costa County has ever processed. This project is the largest project that Contra Costa County has ever processed. It is not given the due respect that it deserves for the timing for review of the DEIR.

The City of San Ramon passed a resolution on July 14th which we have already forwarded to the County. We are asking for a 90-day hearing time. That's the least that the County can do to provide ample time for everyone to have public input to the largest project that Contra Costa County has ever processed.

The other thing in our resolution that we brought up which I find the timing very uniquely coincidental, having to do with the San Ramon Valley Regional Planning Commission. We are asking that instead of the Zoning Administrator from the Contra Costa County hearing the comments of the input of the DEIR that we are asking that the body to review it would be the San Ramon Valley Regional Planning Commission. Coincidentally, there is some concern about funding in the County as it is within the State and coincidentally there is concern about doing away with the San Ramon Valley Regional Planning Commission. I really truly do not believe this is an appropriate time to do that; that this body was formed to hear input on developments within the San Ramon Valley.

The Dougherty Valley is the largest project Contra Costa County has ever processed. You will hear me say this often, and the San Ramon Regional Planning Commission has members sitting on it that are representative from a broad spectrum of the San Ramon Valley. The San Ramon Valley will be the---has the greatest impact from that project in the Dougherty Valley. It should have been the San Ramon Regional Planning Commission reviewing it and making recommendations to either the Board of Supervisors and/or the Contra Costa County Planning Commission. It should have the time and it should be the body that reviews this project; it's appropriate.

I also want to support Mr. Heggie's comments. He spoke so eloquently on the inconsistencies with Measure C. I think that's something that definitely has to be taken into consideration. You're going to find some very difficult situations involved because this particular project does not meet Measure C requirements and all of the citizens within Contra Costa County voted on Measure C.

We also support Mrs. Lane's and Greenberg's comment on the DEIR. We have some other comments; but, we would like to relate to---one of them has to do with the alternatives to the project other than no project. One of the alternatives that has not been considered is that it should relate to the City of San Ramon's Dougherty Valley Growth Management Specific Plan as an alternative proposal for this project. We are in the process of reviewing that now taking considerable public input on it. It would behoove the County Planning Staff to review our plan in detail and use it as one of the alternatives.

I think that traffic has been belabored but not enough. You need to know how serious the numbers that have been utilized for the traffic considerations are erroneous. They have to be dealt with for reality because it's not you who are going to suffer from the erroneous numbers in traffic; it's going to be us---those of us who live in the community now.

The other thing is levels of service having to do with public utilities and community facilities. The City of San Ramon has worked very hard to provide a level of service to its citizens that goes far and beyond what is minimally required for quality of life. We feel strongly that quality of life is so very important to how we feel about where we are and where we live and to have a project in the Dougherty Valley that does not meet the level of service or levels of standards that the surrounding cities have is unconscionable. The citizens in the Dougherty Valley will not have amenities and services to improve their quality of life so they will go looking for it. So, where do you think they're going to go looking for it? It's going to be in the City of San Ramon, the Town of Danville and the unincorporated areas of Alamo and probably will effect Dublin and Tassajara and the Sycamore Valley because the amenities are not provided for in detail in the Dougherty Valley as it stands now.

One of the most important things that needs to be considered has to do with the phasing. I think it ties in with traffic and infrastructure; it ties in with schools, when they're going to be built and where they're going to be built and the fact that they need to be built, tying a piece of land up and saying here's where your school is going to be. We spend years looking at this piece of dirt and we never see a school. The phasing has to be dealt with so the impacts created can be dealt with infrastructure and built accordingly. To just say the market will decide where the phasing will be is not appropriate because say the market is going along swimmingly and there are no streets; there are no schools because it hasn't been dealt with properly in the process of this project.

Again, I want to say and reiterate, this project in the Dougherty Valley is the largest project that Contra Costa County has ever processed. It needs detailed input from the community and it needs

a certain amount of time that is adequate for the community to provide their input. Please reconsider the amount of time you're allowing for the largest project that Contra Costa County to review.

MR. SAEN: That was the last card I had for public officials identified. Are there any others in the audience?

MR. DAVID HOLMGREN, 1515 Diablo Vista, Alamo, California. I'm the President of the Alamo Improvement Association.

Let me begin by saying that our association, in general, is distressed over this EIR and the process which the Board of Supervisors has established to evaluate this EIR and project. CEQA guidelines allow 90-days for review of any project and more if the project is large and complex. It is difficult to escape the conclusion that the Board is targeting approval of this project shortly before an election in which this project should be a central issue.

The EIR itself clearly fails to fulfill the obligations imposed on it by CEQA and the Growth Management Element of the General Plan. Many impacts are understated and mitigations are inappropriately vague, unmanageable and uncertain of implementation contrary to CEQA and Growth Management requirements. The EIR seems to hide impacts and rationalize general plan inconsistencies. The EIR appears to put forth a philosophy that paying fees will solve any problem. Actual County performance on turning fees into timely improvements has been dismal. Many valley residents have been concerned for some time that these fees in fact are often dedicated to other unrelated County purpose.

We would like to think this County is in the forefront of enlightened land use planning. I'm sorry to say this EIR shatters any such perception.

An update in writing of the documents we have already submitted to with respect to this document will forthcoming. In conclusion, we feel that this EIR is fatally deficient and needs a major redraft and review by the public. Thank you.

MR. SAEN: That appears to take care of the public officials. We have a number of people who want to give testimony. If you are going to give written testimony to us, there is really no need to repeat what you are going to say in detail. We have to review all the material which will be dealt with as much care as if it were given orally first and then in writing later. And, as I said earlier, we have up until August 4th for the submission of any written comments.

The first card I have from the general audience is Paula Lucia.

FAULA LUCIA, 2020 Bent Creek Drive, San Ramon, California. I am Chairwoman of Save Our Hills in San Ramon. I'm here tonight to address several concerns about the Dougherty Valley EIR. There appears to be several violations to the County's General Plan and to Measure C specifically.

Schools: Schools are already overcrowded in San Ramon and understaffed. Developers' fees will not cover the costs for additional schools. Will taxpayers be assessed additional taxes to cover these costs?

Water: Today, there is no identifiable water source. This cannot be mitigated. Measure C states services must be in place before development. There is no water.

Air Quality: According to the EIR, over 67% of the impacts dealing with air quality remain significant and unavoidable. We have anti-smoking laws; we will have cleaner air inside our buildings than there will be in the Dougherty Valley.

Grading of Slopes: As perceived, the development on 26% slopes. The mass grading of 630 acres of 26% or more slopes is clearly a violation of Measure C.

Open Space: 700 acres of open space in Camp Parks should not be considered. That's military space and used for military operations which, by the way, I can hear and observe from my homes.

Project Phasing: This project allows the developers to build at any pace the market dictates. There is no cap on how many units are built or where at any given time. Schools, roads, parks and other services would be sadly lacking.

Creeks: State law prohibits creeks from being moved. I've talked to interested parties who will file suit on this issue. Anyone who wants to see what a mess is left by developers can look at the Alamo Creek in the Bent Creek area.

Traffic: This report does not adequately address the impact on traffic. Crow Canyon Road will almost certainly become another Ygnacio Valley Road. Bollinger Canyon Road may not even be completed by the City of San Ramon which would critically effect traffic patterns on other roads. Dougherty Road currently carries 6,000 vehicles per day. It would be rebuilt into six lane freeway to accommodate the additional traffic. Old Ranch Road which would increase from 4,000 to nearly 30,000 trips per day. That is a significant impact and it cannot be mitigated.

Finally, the plan is inconsistent with San Ramon's General Plan. Ordinance #197 is the direct result of an initiative favored by the voters in San Ramon. A plan that violates this ordinance will not be tolerated by residents and it definitely is of more than

significant impact.

In conclusion, the Dougherty Valley Project has what appears to be many serious problems which cannot be mitigated and would result in irreversible environmental changes. Based on this report, a no project alternative is the only reasonable alternative. Thank you.

CHARLES SAHN: The next card I have is from Dennis Carrington.

MR. DENNIS CARRINGTON, 100 Civic Plaza, Dublin, California. Thank you from the opportunity to, ah, the City of Dublin whom I represent and the City Planning of the City of Dublin.

We have several concerns the first of which relates to sewers. D.S.R.C., is mentioned as an alternate source for sewage for Dougherty Valley. This would require annexation to D.S.R.C. It would require the alternative North 3 agreement with Central San to be consummated and approved and Dublin is concerned that sewage capacity should go to cities which are within D.S.R.C. district at the present time before it would go to any development which is presently outside of D.S.R.C.

Second, with relation to water, it's very unlikely that water would be a source from D.S.R.C. as mentioned in the EIR because the Zone 7 Board is very much on record---or members of it are---that they would not allow Zone 7 to be expanded to areas beyond its present boundaries.

Furthermore, it's very unlikely that EBMUD would annex this property and Dublin is concerned then that in the event that Zone 7 water is not available, EBMUD water is not available, that other alternatives for water be addressed in the EIR.

Our third and most critical concern is circulation. There are several counts given in the EIR for given roadway lengths that are incorrect. Helen Road which will be a major circulation route in east Dublin is mentioned only in passing in the EIR. It will be a major thoroughfare and was meant to carry traffic from Contra Costa County through the eastern Dublin specific plan to I-580. Several statistics given for the City of Dublin as far as population households projections aren't correct and we detailed those in a letter to (end of side B of cassette. Dialogue takes up on Side C with):

...at in Pleasanton and 3% to the San Joaquin Valley. It's very unlikely that this traffic will go from Dougherty Valley out to I-680, down through the 680-580 Interchange and then east to Livermore, the valley and south to Pleasanton. Conservatively, 20 to 25% of the traffic that will be generated by Dougherty Valley will come through Dublin. If the 168,000 figure is correct, anywhere from 33,000 to 42,000 will be passing through Dublin on a daily basis, that's the equivalent of a 6-lane arterial. The provision of any mitigation in the funding of any mitigation for the funding

of that impact on the City of Dublin is not mentioned in your EIR and should be addressed.

Figure 6/7 of the EIR mentions there will be anywhere from 70 to 72 thousand external trips from Dougherty Valley at Mill (?) Valley; yet elsewhere in the EIR, the figure of 168,082 is mentioned. If 30% of the traffic from Dougherty Valley is internal which seems to the City to be awfully high, that would leave approximately 118,000 ADT of external trips; so, there's a great difference within the EIR, 72,000/118. Dublin is quite concerned with that inconsistency.

There are several places in the EIR where it's indicated that intersections levels of service, street levels of service, freeway levels of service will go down after 11,000 dwelling units are added; we're quite concerned how that was arrived at and would very much appreciate that being addressed in the EIR.

With relation to housing, it's estimated that there will be 29,000 people and 2,500 jobs. This would result in a jobs-housing ratio of .14 for Dougherty Valley. It's highly unrealistic to expect that this kind of imbalance in the jobs-housing ratio would not have a very, very negative result on the City of Dublin in the form of out-commuting to jobs through and in Dublin. This should be addressed in the EIR.

With relationship to employed residents, the EIR estimates there will be 6,010 employed residents in Dougherty Valley. If the industry or regional standard of 1.6 employed residents per household is used and if there will be 11 households in Dougherty Valley that would yield an employed residence level of 17,600. This should be addressed.

In summary, we feel that the scale of Dougherty Valley given the infrastructure available to it; given the magnitude of the impacts to roads in Dublin and in San Ramon, should be addressed. The development is simply too large given the roadways that traffic from Dougherty Valley will pass through; given the availability of water services; given the availability of sewer service. Thank you.

MR. SAHN: The next card I have is from Harold Bretches.

MR. HAROLD BRETCHES, 555 Diablo Road, Danville, California. I would like to discuss the EIR as it pertains to Diablo Road and Camino Tassajara in Danville.

First, Camino Tassajara between Danville Road and Sycamore Valley Road. One mitigation measure that is appalling is the widening of Diablo Road between I-680 and Camino Tassajara. The future traffic volumes show even with this project, traffic will be stacked up into the neighborhood blocking Ramona Road and El Rincon Road. The need for a double left turn on Camino Tassajara and Diablo Road im-

plies tremendous increases in traffic on the segment of Camino Tassajara which is limited to two traffic lanes.

This particular mitigation measure is also four or five miles from Dougherty Valley. The EIR should explain why the project has such a pronounced impact at this location and the EIR should prepare an alternative mitigation measure that is feasible and acceptable to the area residents.

Next on my list is the widening of Diablo Road between I-68 and Camino Tassajara. It's an unacceptable mitigation measure within the Town of Danville. This project would result in the destruction of 6 major heritage oak trees---that's 6, which is unacceptable to the town; or, the removal and relocation of six (6) residences, that's also unacceptable. The preliminary cost estimate for widening this project is 5.5 million dollars and I believe Beverly Lane mentioned that; but since I'm the owner of one of these six houses slated for removal or relocation, the EIR should include additional funds to be allocated to purchase these homes or moved as the individual owner desires.

I'm not going into the increased traffic on the westbound Diablo Road turning left from Camino Tassajara, it's mind boggling and the information I have is that they couldn't even time the signal; so, this intersection that we're discussing should not be considered as mitigated in the manner presented in the EIR. The EIR should provide alternate mitigation to the impacts of the Dougherty Valley project at this location. This may include additional improvements to the arterials serving the Dougherty Valley or a reduction in the size of the project. Thank you.

MR. SAHN: The next card is from John Powers.

MR. JOHN POWERS, 651 Doral Drive, Danville, California. I live in the Crow Canyon Community Association's development and my concern is about the impact of Crow Canyon Road noise on our community. About 5 years ago when I was president of our association, Blackhawk people approached us and said we want to extend Crow Canyon Road up to the top of the hill and will you sell us the property that permits you to get to Crow Canyon Road up there and we said, yes we will; we're going to put a couple thousand homes up there, maybe one thousand---I forget the number---and the really slickered us because about a year later, they convinced the County to take Crow Canyon Road all the way through up into Blackhawk. If we had known that was going to happen, we would never have released them and we would have required the Blackhawk developers to put a sound wall along the north side of Crow Canyon Road to protect our residents from the noise level of all those trucks, all those cars, all that traffic on Crow Canyon Road.

Well, we got snookered; people came out there and made noise measurements and the City of San Ramon decided that on the south

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side to build a sound wall because it was objectionable to their residents and somehow in their wisdom they built it only on the one side and not on our side so now we've got all this traffic on Crow Canyon Road with all that noise being reflected off the sound wall over into our community. Now, we've got another project that's going to increase the traffic on Crow Canyon Road and we certainly need some additional noise surveys because of this bouncing effect that's taking place right now. We need new data.

I don't know for sure if I'm in favor of a sound wall on our side; I don't know what our community will decide. At least, that's one mitigation measure. Another one is to route the traffic elsewhere, Bollinger Canyon Road, put in a couple more new roads to this area because we are suffering right now because of past projects and future projects.

So, this noise question needs to be seriously considered. Thank you very much.

MR. SAHN: The next card is from David Jameson.

MR. DAVID L. JAMESON, 634 El Pintado Road, Danville, California. I would like to agree with almost everything that's been said tonight and I will eliminate what I had planned to say and just talk about two things.

The impact statement does not address the fact that if this project is not required to meet Measure C conditions, this will impact all the land owners in the County and all the developers on the County because if all this project has to do is pay mitigation fees, they don't have to change the land use, they don't have to do all the things that everyone else who owns land, then these people will have carte blanche. You build a bridge or another lane of roads, they get all the flow because they're in front and not having to meet the action plans of Measure C. That's unfair and I think the unfairness needs to be addressed in the impact statement.

As an old biologist---I've worked about 45 years as a biologist---I'm appalled by Section 11. For instance, the mitigation measures for the red legged frog are such that there's no way that the red legged frog---anybody personally examining the literature on the red legged frog could realize that there's no way the red legged frog can survive the impacts that are going to happen in the Dougherty Valley. Yet, this is called insignificant. I don't think it would be insignificant as far as the frogs are concerned!

MR. SAHN: The next speaker is Gary Prince.

MR. GARRY PRINCE, 10 Bramblewood Court, Danville, California. I'm Secretary of the Heritage Park Homeowners Association. It will take just a minute for this presentation to come up (recorded presentation).

Margaret Ruby is also on the Board and the other Board Members are 100% behind our presentation tonight. We represent approximately 60 homeowners and there are now 61 homeowners in the development that will eventually have 157 homeowners. We are in the Crow Canyon-Tassajara Area in townhomes---just one minute and I'll have my presentation ready. It's surprising that after all the people who have spoken that I think there actually might be some new things that I bring up; so, I feel sorry for anyone following me who might have had those items to discuss. I think I've found one or two that someone hasn't discussed.

What I want to talk about is four main areas. First of all, I want to make sure that the Board and for the record realizes that the citizens of Heritage Park and in Danville are not anti-development and we're not anti-growth in the area. What we are for, though, is for proper planning and we don't think proper planning has been done and we're going to talk about the need for more thorough planning on this and I think that's been covered very well.

The other thing is the lack of police protection or adequate police protection. My father was a police officer for over 20 years and chief of detectives at a naval station in San Diego and I can assure you that four (4) police officers for this size city wouldn't even cover two McDonald's being opened on a Friday night. I can reassure you from members of the Danville City Council that we have proven that two police officers is not adequate for a McDonald's.

We will also talk about the existing housing base and the EIR has some very erroneous assumptions here about who's going to live out here and where they're going to work and I have statistic to point up where that is wrong and they need to be thoroughly re-evaluated and existing traffic patterns that you've planned.

First of all, let's cover the idea that the impact on our community is going to be in police services, fire services, parks and schools and I have not seen a detailed plan for when funds are going to be provided; who will provide them and at what point will they be disbursed; so, it's kind of like this is the Ross Perot plan for housing. It sounded good. It had a lot of catchy tunes; but, when it comes down to who actually is going to pay for all this, it seems like it's pretty lacking.

Let's take an idea. First of all, the four police officers we're going to have. Ah, first of all, how many shifts does that cover? Now, four police officers, if you're going to have one 24 hours a day, that's one officer per shift and one for backup; but, then how is the County planning to fund all the administration that goes into this? Who's going to respond to the call? Who's at the other end of the call? How do you fund all that? Does the officer merely call into the phone by himself or is there someone at the other end that they respond to? Where does the officer jail these

people and, how do you happen to---I mean, as far as Danville goes and just looking at the impact of just one cinema, the Blackhawk Theater, happens to require two private security guards on a Friday and Saturday night in order to maintain order. Many times, they have police coming in as backup. Now, you're telling me that with a city of 29,000 people---and as someone else has already pointed out, that's the largest planned community Contra Costa County has ever planned---and I don't know how many McDonald's and how many restaurants and how many theaters you intend to have there; but, if you have more than one you'll need additional police protection. It just somehow goes on a Friday and Saturday night when you happen to have theaters, kids and McDonald's that you need police protection and if the environmental impact report would like to have any kind of sampling of that, please feel free to join people in my association who have gone to McDonald's in Walnut Creek on a Friday night and know that there are two police officers at all times in the McDonald's restaurant on California Avenue. So, again, I would like to have the EIR address how four officers, one person per shift, is going to be able to adequately enforce laws for a city of 29,000 people. I don't see how that can happen.

Secondly, I don't think you've adequately in the EIR planned for vacations and sick leave. I know they are healthy. I know the air is clean. It won't be with 29,000 people moving in; so, I do think we need to plan that. I don't think you planned on administrative staff who answers their calls; who handles their paper work. Where do they file their reports. This all takes staffing. This means that the County or the cities are going to have to provide that service to them and that means it comes out of our money because now our administrative people and our police and Sheriff's Dept., are having to provide that service to these four diligent officers working full time servicing 29,000 people, the largest planned community in Contra Costa County. So, I think we've pretty well covered that issue there.

The second one we will cover now is the existing housing base. It's really interesting that we already have two dozen housing communities within a 5 mile radius of this planned city and Windemere and Chappel have stated that they need this housing to accommodate workers in the Tri-Valley area; but, now, isn't it kind of surprising to somebody though that the two largest employers in the Tri-Valley area, Pacific Bell and Chevron have been laying off workers in the last few years? So, are you telling me that we're going to have 11,000 homeowners come rushing out here who may get layed off? Does anybody realize that Pacific Bell and Chevron in the Bishop Ranch, the largest employers in this area, have been around for over 8 years now; so, now don't you think that if somebody's been working there for 8 years that they would have moved out here already? I mean, is there all of a sudden that need? I'm kind of amazed in the EIR that everyone seems to think that a 900 sq. ft. condo is going to attract a land mass of people from the city and peninsula selling their homes in the city, Foster City, Redwood

City and rush out here to buy a 900 sq.ft. condo. I think that's an erroneous assumption in the EIR, assuming that all of a sudden out of the people in Chevron and Pacific Bell, now that there's 900 sq. ft. condos that they're all of a sudden going to decide to move out here so they can be closer to their work. As an example, we have surveyed the residents of Heritage Park which is, I think, your typical example of who would live in Dougherty Valley. Homes in our area are \$250,000 to \$300,00 townhomes, 1800 sq. ft., to 2,500 sq. ft. homes, very nice homes, very affordable, low interest rates; people out there now, in a survey of all residents in this location, 61% work in San Francisco and Oakland; 34% in the Tri-Valley. That's the best.

The one other housing development around, the association surveyed theirs, only 20% work in the Tri-Valley. That means 80% work in San Francisco and Oakland; but, all of a sudden here, we're going to build 11,000 homes to house workers in the Tri-Valley. Where are these people? So, my question really gets to be in the EIR, there's a gross understatement here of just how many people are actually going to work and live in the Tri-Valley. I think the whole idea of transportation here needs to be re-evaluated. There is not adequate roads to handle all that traffic that's going to happen and I don't think the EIR has properly handled the air quality of all those cars, all the backups are going to be on Crow Canyon and Camino Tassajara. I don't see how that could possibly be compatible with the County plan for air pollution. They're telling us we have to reduce our barbecues; yet, we're going to have these 11,000 people waiting in a line to try to get out and get back in---29,000 people. It is the largest County development ever planned!

The other thing I wanted to realize, too, is that they're also thinking that these houses---that we just don't have affordable housing---we already have 30% of our existing planned housing bases still unsold, over 30%; so, I would like to know the other thing that keeps in mind in this Planning Commission and the EIR they didn't analyze is, they're looking at the effect of this in the year 2010. Why don't they wait just three more years to see what the effect is of this other 30 to 40% housing coming on line and seeing what effect it has on our valley in Dublin, San Ramon and Danville and see what on the assumptions made 10 years ago which approved all this, did they match up? What you said 5 years ago; 7 years ago, what communities were already planned were already being built and now exactly what happens three years from now that those match up and based on those assumptions and what the reality was, then I think we could really look at Dougherty Valley. But, right now to sit there and start throwing out these guesstimate of what might occur by the year 2010 when you haven't even finished building out our existing base is extremely poor planning and our citizens require that the EIR take that into account, that they should look at the exact face of our housing base.

The other thing we want to do is that we want to know why in the EIR there's such a rush to build this? What's the payment schedules? Why are you in such a hurry? Thirty-percent of our homes are empty or unbuilt; we have housing developments on line ready to go; they're affordable. The City of Danville has made a point of building affordable townhomes and so has San Ramon. We've planned our parks and paid for them and paid for our schools, so what's the hurry to build 11,000 more homes to house 29,000 people when we've already shown that it's not the fact that they're going to be working in the Tri-Valley because we already know that over 70% of them won't be. So, what's the hurry to rush into this? What are the payment schedules for the parks, for the police. Who will make these payments. When will they make these payments?

In summary, I want to know why at a time of tight city and County budgets, that we are rushing in such an inadequately planned community? Secondly, we want to know where are your funds coming from in the County to pay for all these services you require that these citizens will demand? That's not in the EIR. Why can't this development wait until conditions improve, the existing housing base is completed and we get a more detailed plan. For the record, we intend to submit these comments in writing also to make sure these are addressed at any future meetings. Thank you very much.

MR. SAHN: Following Mr. Prince, we have Cynthia Jones.

MS. CYNTHIA JONES, 9404 Cherry Hills Lane, San Ramon, California. I'm up here tonight as a private citizen of San Ramon. I'd like to read to you one of the goals that's in the Draft EIR. It's Goal 9-1 and it says: "To develop a system of interconnecting, hiking, riding and bicycling trails and passible for both active and recreational use and for the purpose of transportation and circulation."

I'd like to submit that the word "riding" be replaced with either equestrian or horses. To often, that word is combined with bicycling and before we know it, horses aren't allowed on the trail.

Also, I notice that in the summary of "Project Impacts", 5.29, it addresses the fact that the trail system in the project actually goes beyond the boundaries of the project. Now, we have 6,000 acres, the "largest development in Contra Costa County" and we can't keep our trail system within the boundaries. I think that's a little erroneous.

I would like to see the EIR address the idea of our trails as a transportation circulation system. The impact of land bridges which are talked about in the plan are not addressed in the EIR. I think it's erroneous that an agency like East Bay Regional Parks should be requested to have jurisdiction over adjoining lands as the trails exist or the trails will not exist which is what is says

in the Draft EIR. Thank you.

MR. SAHN: The next card is from John Chapman.

MR. JOHN CHAPMAN, 671 Clipper Hill Road, Danville, California. I have one general comment and two specific ones. Back in March 1991, our Supervisor Mr. Schroder wrote a memo to his fellow Supervisors and he concluded with this statement and I quote: "I think it is entirely appropriate for the County to plan for any development in the Dougherty Valley. However, we should make sure that this will be a planned project under a regional perspective which everyone", I stress "everyone", "including residents of nearby cities and Alameda County can embrace." I wish he's come here tonight so we could embrace him! I think he's out of touch. I go to cafes, bars, community groups all over this valley and there's hardly anybody that feels comfortable with this project, especially in the form it's in. I feel our friends from the north of the County are out of touch with the way we feel in this valley.

The EIR is poorly constructed; it's one of the worst I've seen in 10 years of reading them. It poses more questions than it answers; it's short on research; it's long on vagueness and it's a monumental threat to the quality of life in this valley.

We the people in this valley feel that way and we want you to know that.

Specifically, I'd like to talk about ridge line protection and water. The 65/35 General Plan states as one of its rules that we should restrict development on open hillsides and significant ridge lines throughout the County by protecting hillsides with a grade of 26% or greater outside the Urban Limit Lines to rezoning or other appropriate action.

The EIR threatens at least 600 acres (several garbled words transcriber cannot understand) over 25 to 26% grading. I want to see in this new draft when you come out with it that the general plan will strictly enforce, that grading will not be permitted in areas over 26% and that these 600 acres will preserved from development.

The question of water has already been raised but I feel I need to say some more things. The Specific Plan for Dougherty Valley is inconsistent with the Growth Management Element of the Contra Costa General Plan. The Growth Management Element of the plan states and I quote: "Verification by the appropriate water agency that adequate water quantity and quality can be provided, shall be required for approval for new development." But, no water agency has introduced evidence into the record that it is capable of providing service. The area is beyond the sphere of influence of EBMUD. The Board Directors of EBMUD have neither prepared nor adopted a plan to service this area. Only LAFCO made findings on EBMUD's ability to provide service only within the area of their

sphere of influence and not beyond. Providing water by EBMUD is inconsistent with it's policies and procedures in this area. Dublin, San Ramon services district has placed no documentation on record that it will supply water to the area nor is it within its sphere of influence. There is no identified water supply for Dougherty Valley. The EIR must identify a firm water supply and a willing provider to service this area. Thank you.

MR. SAHN: The next card is from E. Abram Wilson.

MR. E. ABRAM WILSON, 246 Canyon Lakes Place, San Ramon, California. I am presently the Commission of Parks and Community Services for the City of San Ramon and I'm president of the Arts Council.

Listening here tonight, it's a matter of trust whether or not the County has done its homework and whether or not it has our best interests in mind down here. Hilton (?) and Blogg (?) stated and again from everyone else and I don't think you realize that. This is what, the largest project in the history of Contra Costa. You want to build 11,000 new homes with approximately 29,000 new people. What happens? Schools, public services. We're talking about parks, libraries, law enforcement. Where have these people been? How can you possibly even put these things in the EIR. I don't know where you got them from. You know, I've lived here 16 years. I also remember when Blackhawk was built. We're supposed to have schools in Blackhawk. It's a matter of trust.

My neighbors just moved in from New Jersey, five children. They can't go to the public schools at all. They're going to three different schools. Adding pollution with this lady driving all around. That is absolutely absurd.

You're talking about limiting the public review for comment period to 45 days. I don't even think 90-days is an adequate time period. You're talking about our future. You're talking about our quality of life. I don't really think that the County realizes that we value our quality of life. It's important to us. That's why we moved here. We're all very opinionated in this valley. We might disagree on how something happens; but, it comes back to their quality of life that's important to us. Putting Dougherty Valley there in the present space and using this is unacceptable. We can only use the past lessons as to how the County has helped us out. I fortunately, unfortunately live in Canyon Lakes. The City's still paying for how the County took care of us in Canyon Lakes. We have a fountain out there that's not working, they took care of us.

I'll make this real short because I think the other speakers from Danville, San Ramon touched on just about everything; but, I'll leave you with this thought to please take back to the County. When a dog bites you the first time, it's the dog's fault. When it bites you the second time, it's your fault. Our bodies have been riddled with bites and our wallets, too. We're tired of it. Tell them to

come down here and take some of the flack that you're taking because obviously, after looking at this, they haven't been here. Thank you.

MR. SAHN: The next card is from Robert Heath.

MR. ROBERT A. HEATH, 4190 Rockcreek Drive, Danville, California. I live in Shadow Creek. I'm going to dispense with a lot of things I was going to talk about and just cover a few things.

We have a 400 home community project. Our board of directors is appalled at the County officials lack of ability and willingness to compel the developer to meet the standards and conditions of approval. Some of the things we worry about: Traffic, noise, quality, air quality, commuters' nightmares, traffic jams. Are we doomed to become another L.A. Sheriff's services, schools, parks, monitoring enforcement. My greatest concern based on previous experience is that the County and the developer will make agreements that no one will monitor and no one will enforce. A comprehensive monitoring program must be established for all aspects of the project. If development occurs, and if approvals do not prove to be accurate such that greater impacts will be realized, building should cease until impacts can be properly and fully mitigated. If no mitigation is possible, building should cease. Semi-annual monitoring reports pertaining to all aspects of the project, development should be required to be submitted by the developer to the County and to the adjacent cities of Dublin, Danville and San Ramon. The County must face severe consequences if the mitigation and monitoring requirements are not enforced. Thank you.

MR. SAHN: The next card is from Kelly Bradbeck.

MR. KELLY J. BRADBECK, 111 Lomitas Road, Danville, California. I am speaking in regard to the proposed widening of Diablo Road in Danville on behalf of the Camino Tassajara Road Improvement Organization.

Our group was founded to work with the Town of Danville to address the safety, noise and property value erosion issues associated with increasingly heavy traffic on Camino Tassajara between Diablo Road and Sycamore Valley Road. As of today, our organization includes over 50 households which front the Camino Tassajara and Diablo Roadways as well as those who live on adjacent streets.

Various members of our organization have struggled with the Town of Danville for as long as 10 years trying to secure stop signs, speed limit reductions, truck law enforcement and construction of sidewalks. We've only recently succeeded in securing some of these measures. The last thing our organization will tolerate is additional non-resident traffic volume through our neighborhood. The widening of Diablo Road can only encourage more non-resident vehicles to use our neighborhood street as a shortcut to and from

northbound I-680. It will also require as previously mentioned, the removal of a grove of heritage oak trees which is completely unacceptable to the neighborhood and also to the Town of Danville.

We find it absolutely mind boggling with the Dougherty Valley project which is miles from our home would create a need to widen Diablo Road. Even worse, the projected future traffic volumes of the Draft EIR show that even if this widening did occur, the traffic would be stacked up along Camino Tassajara and block several side streets, mainly Ramona and El Rincon. The need for the proposed double left turn lane on Camino Tassajara at Diablo implies tremendous increases in traffic volume on our section of the roadway which is limited to just two lanes of traffic. Vista Grande Elementary School is just 50-yards from the intersection of Diablo and Camino Tassajara. We feel that our children are in danger today trying to cross the streets in this area with today's traffic volume. We feel that this was made painfully obvious a few years ago when Kenny Johnson, a fourth grader, was run over and killed at the Diablo/Camino Tassajara intersection. We will not accept putting our children in even greater risk by widening Diablo Road thereby inviting even more unwelcome vehicles onto our neighborhood streets.

The environmental impact report must explain why the Dougherty Valley project has such a pronounced impact on us at Diablo Road and Camino Tassajara. The environmental impact report must also prepare an alternative traffic mitigation measure that will not threaten our safety, our property values and our quality of life which has already been eroded by traffic associated with developments around Blackhawk and in the Tassajara and Sycamore Valleys. It's simply not right to build a nice quality of life in the Dougherty Valley taking it away from those who are already there. Thank you.

MR. SAHN: The next card is from Robert Charbonneau.

MR. ROBERT CHARBANNEAU, 93 Hillview Drive, Danville, California. I'm a resident of Danville. I just wanted to---I think people have covered things pretty thoroughly this evening; but, I just want to underscore two issues which I believe are important and are in and of themselves overriding issues that need to be considered. Very succinctly, that is money and public funding and the second is water and where will it come from after a 6 year drought.

Let's look at this very quickly. At the Federal level, there does not seem to be money forthcoming for communities to improve, repair infrastructure and for public transportation, maintain a clean environment and for health and educational services.

The State's budget problems are well known and the current administration has a hostile position regarding funding for education with proposed cuts up to 2.2 billion dollars for this current fiscal

year if we ever get a budget.

The County is currently looking to cut at least 48.5 million dollars from the current budget. The Contra Costa Times has stated in the July 14th issue, the proposed cuts pertain to all services out of the County's general fund of 583.9 million dollars. Even under the best of circumstances, the County will have to eliminate 490 jobs and cut virtually every service to the public.

It is inconceivable to us that under the enormous fiscal constraints at every level of government, including our local towns and cities, that the Board of Supervisors can allow a project of the magnitude of Dougherty Valley to go forward and put further stress on our infrastructure and public services and school systems knowing full well that the financial means to accommodate these necessities are not currently available nor are they forthcoming from any viable source.

The July 15th issue of the Contra Costa Times states, reservoirs supplying Contra Costa's main water districts will drop to some of the lowest levels in the 6 year drought meaning that a wet winter will be necessary to avoid additional rationing or cut backs.

To my knowledge there are no plans in place at any level to provide more water collection water, deliveries, etc., which in many ways could ease the situation. To continue the proposed residential development of Dougherty Valley does an extreme disservice to the prospective residents of that area as well as set the stage for a catastrophic occurrence in the entire Tri-Valley area, one which we have thus far managed to avoid through conservation and some luck. It should be time to put the brakes on for massive developments until a comprehensive program to provide more water for the area can be developed and funded.

Along with the many complex issues raised by the proposed development of the Dougherty Valley the simple question: Where is the money and water going to come from to justify such a massive undertaking?

MR. SAHN: The next card is from Cherie Charbonneau.

MS. CHERIE CHARBONNEAU, 93 Hillview Drive, Danville, California. I'm a resident of Danville and I have several concerns regarding the approval of the EIR; to the build out of the Dougherty Valley similar to those expressed tonight.

First of all transportation: With the addition of 29,000 people to the Tri-Valley area will have a considerable impact on our will to survive this. You have made the assumption that the majority of the Dougherty Valley residents will be working in San Ramon or Pleasanton and we all know this just isn't true. In my neighborhood of Vista Tassajara which is about three years old, we have

people travelling all over the Bay area. They travel to San Francisco, Richmond, Berkeley, San Jose, Santa Clara, Palo Alto and every city between. Have you considered the possibility that many of the Dougherty Valley residents will not be working in the Tri-Valley area and what effect this will have on our highways and connecting roadways? What measures will be taken to ensure these traffic problems are dealt with before they become unmanageable?

Second, fire protection: Apparently the decision whether to have one or two fire stations will not be made until after the EIR has been certified. This is not acceptable. With a development of this size, it must be determined from the start what is necessary to adequately protect the area. Without proper protection from the start (end of side C of cassette. Presentation picks up on Side D with):

...required police service for Danville and San Ramon is one officer for every 1,500 residents which says that the proposed service for Dougherty Valley is one per every 5,800 residents. Again, this is not acceptable. The neighboring towns, again, will be without adequate service when their officers are called upon to assist the Dougherty Valley. How you determine the number of officers required to safely service the area? Where and when will the Dougherty Valley be in place and how and when will they be financed?

No. 4, the big priority at this time is the schools. Dougherty valley is to be part of the San Ramon Valley Unified School District. The existing schools in this district are currently at or near full capacity. With existing entitlement, I believe most schools will be at or above capacity. The Golden View Elementary School which is the closest to the Dougherty Valley, the kindergartners have to camp out over night to register their students. Many families don't give in. Many other families on the east side of Danville has to take their children to Montera Elementary School on the west side of Danville 7 miles from where they live through the center of town for several reasons. This is either because the neighborhood schools are already at capacity and (2) the Sycamore School which is about 2 miles down the road from these developments cannot open to capacity because they can't get the necessary funding and (3) the proposed Tassajara Elementary School which services this area cannot be built because they cannot obtain the necessary funding from the State. Also, families on the east side of Danville have been diverted from their assigned middle school because that is also at capacity.

The Dougherty Valley EIR proposes 5 elementary schools, two middle schools and one high school to service the 29,000 residents. You cannot begin to move families into the Dougherty Valley unless the schools for these families are already in place.

Based on all of the above, we have the following questions: (1)

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cont.

Where will all of the funding come from for these schools? (2) What's the time-frame for building the schools as related to the build out of the homes? (3) What assurance do we have that the schools will be in place before homes are built so that there's no additional traffic impairment and that the existing schools will not in any way be further impacted by the development of the Dougherty Valley?

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cont.

Additionally, the County's General Plan currently states that the developer must provide 100% of the funding for new schools required to serve that area. I understand the County is considering amending the general plan next week. We hope the plan will not be amended in any way which would weaken the developer's obligation to provide adequate schools. A weaker obligation by the developers would ultimately force the school district to go to year around schools and/or double sessions in order to secure funding from the State.

How will the general plan amendment affect the Dougherty Valley project in particular the environmental review currently underway? Thank you.

MR. SAHN: David Bowlby. Is that correct?

MR. DAVID BOWLBY, 128 Blackstone Drive, Danville, California. I'm a resident of Danville and I am President of the Tassajara Ranch Homeowners Association.

I'll make this very brief because everyone has touched on most of the issues that I would like to see happen for the proposed project.

I would like to reiterate, though, what has been said in regard to the various mitigation of issues in the EIR. First, we need to know exactly who is going to be paying for the services that will be provided. For example, the Crow Canyon issue, the wall that's constructed or widening happening, who's going to pay, when the construction is going to start and when, indeed, would this be operational for the general public.

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One issue I would like to raise is the concept in regards to jobs and housing. I'm in commercial real estate and I have a question for Supervisors and maybe they can answer this for me. How do they propose to draw businesses to the, for example, the Hacienda area where the lease rates are comparatively higher, for example, for an R & D company to move from the Silicon Valley to this location?

Prudential has been trying in vain to attract businesses to this area; but the standstill seems to be the assessments that have been placed on the land there; thus, when one builds a building, they incorporate that into their costs otherwise they're losing money. I'd like the Supervisors to address that issue. That's about all

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I have to say. Thank you.

MR. ZAHN: Don Copland.

MR. DON COPLAND, 2350 Heritage Oaks Drive, Alamo, California. I'm a real estate agent. Something that has not been brought up with the environmental impact report is the pricing of homes and what will happen to the pricing of homes once people cannot get into schools. We have projects built in Blackhawk and the other communities and at this time, we are having sales fall apart because the people cannot get their clients into the homes and those kids cannot get into the schools. Two deals in the last month have fallen through because the clients had put a stipulation in the contract because of relocation and didn't want to do a lot of driving and both of them and both of those deals fell apart because the kids could not get into local schools.

What will happen is the value of the houses in the valley will start coming down. People have to recognize that this is at the saturation point. The State does not have the money to build the schools. If we don't require the builder to build 'em for us, we're going to be up a creek. I'm really upset with the way things are happening as far as the EIR timetable has been pushed. It's interesting that in another area, I walked into the office after I had a slight problem with an oak tree and I noticed there's a plaque up on the wall with a County seal on it and it says, "Contra Costa County, the Statement of Values. Contra Costa County operates with a set of fundamental beliefs and encompasses a community of individuals striving for excellence in County Government. Each of us has the responsibility to express these values through our own work. The first item on there is: To understand the County exists to serve the public. To tell us that you're going to cut this time limit from 90-days to 45 days plus an extra bonus week that you're going to toss in, to me is ridiculous.

You better listen to the people because the people are getting upset and things are just starting to happen. This community cannot take the saturation that you're putting onto it and it's starting to come out in the seams. Start thinking about the people. You work for us and remember. Thank you.

MR. ZAHN: The next card is from Melissa Tench-Stevens.

MRS. MELISSA TENCH-STEVENS, 130 Coolspring Court, Danville, Calif. I'm a resident and a taxpayer in Danville. I'm also a member of the Board of the Shadow Creek Residents Association for the past two years.

I'd like to make a few short comments and echo especially the gentleman who was here from Heritage Park. I thought he spoke very well and I would like to echo his feelings on the EIR.

A few of the things I would like to briefly go over. It's the problem of schools. It's an obvious problem and we don't need to keep rehashing it. But, where is the money coming from?

Police: An incident out at Shadow Creek happened just recently and several of our board members had to wait 40 minutes for the Sheriff's Department to come and help us out with that. That isn't adequate. How can we even think about putting 11,000 more homes and not having adequate police protection? What's happening is that the home owners who should be getting police protection, that should be our right. We're having to look at getting other protection and paying for it additionally besides the taxes that we pay.

The whole issue of transportation and where these people are going to work. I'm an individual who commutes to San Jose. I've lived here for three years. I did not intend that when I moved out here; but, there aren't necessarily jobs available in this community so I continued to commute and how is that going to effect my commute? I'm sure others will be even worse. Sometimes now it takes up to two (2) hours.

And, how about the noise level that we've talked about. I don't think any of these things have been adequately researched and I really ask that you take a look at this again.

I moved to this area for the quality of life and I ask that you don't put 11,000 more homeowners in a worse situation that we have already been put in. Please re-evaluate the current DEIR and the time table. Thank you for your time.

MR. ZAHN: That was the last green slip that I had. Is there anyone else who would like to comment on the Draft Environmental Impact Report?

MR. A. H. BEYER, 135 Heritage Park Drive, Danville, California. In a way it's kind of discouraging because I worked pretty hard in putting together some comments on this impact statement and after 2.5 hours it's very hard to come up with something new. I think though after all that work, I'm just going to say it anyhow!

I was going to talk a little bit about the fact that it seemed like a very key assumption in the draft EIR that the proposed project is needed to provide housing for workers in the Bishop Ranch area and I live near the intersection of Crow Canyon and Camino Tassajara in the same unit that Mr. Prince is from and as he said, 60% of the people commute to San Francisco or Oakland. I happen to be one of the minority. I work for Chevron in Chevron Park and I can vouch for the fact that Chevron is probably not going to be hiring thousands of people in the foreseeable future.

There's just nothing in the Draft EIR to show any kind of assess-

ment of what the job market in this area is going to do in the future and what housing is going to be required to satisfy it and to me this whole topic of housing-jobs balance needs to be restudied in the EIR using the worst case scenarios and not the optimistic scenario that they used.

I was going to talk a little bit about the traffic, as everyone else has, and the fact that there's a conclusion in the EIR that the future traffic on Crow Canyon east of Alcosta resulting from the project is actually going to be less than it is now. To me, this is just an incomprehensible conclusion that simply illustrates the lack of methods that were used in the analysis in the first place.

The whole traffic analysis needs to be re-done as has already been stated and appropriate mitigation measures must be carefully defined and procedures put in place to monitor and observe the effects and implement this portion of the project as needed and I think these mid-course corrections must include down sizing of the project.

Because I live near the intersection of Crow Canyon and Camino Tassajara, of course, the tremendous traffic impact on that intersection is important to me. The proposed left-turn from Camino Tassajara to Crow Canyon is certainly completely unacceptable and the EIR must investigate other possible solutions to the traffic problems at this intersection; again, including reduced land use density for the project if that turns out to be necessary.

There's been a lot of discussion about public services and my main concern is over the complete lack of strong financial planning for that. The mitigation measures must be completely or appreciably expended to specify the details of where these facilities for the public services, police, fires, the schools, where they will be located in the project, who's going to pay for them and how the money is going to be made available, when construction starts and when it will be completed compared with the building of the units and even more importantly, who's going to be responsible for policing the developer to make sure that he complies with the requirements of the mitigation measures and that those measures are in force.

Then, lastly, this has been talked about before but I think it's so important that it's worth saying again. I have so much concern over the County's unbelievable lack of communication and coordination with existing effective neighborhoods and neighborhood communities throughout the planning of this tremendous project. One of the previous speakers just recently took all the air out of my balloon by talking about public service. At first, I thought that was the only one I would be left with. I just can't understand how a County agency where your sole reason to exist is to serve the public could show such a complete disregard for public relations in

the planning of this project. Have you forgotten who you work for?

I think it absolutely essential that the surrounding communities agree with the project's mitigation measures before the EIR is finalized and how will the details of the proposed development be coordinated with existing neighboring community's supervisors. How will those supervisors be involved in monitoring the project's compliance with impact mitigation measures and with the policing of those measures. This needs to be addressed in the EIR.

In listening to all the complaining that's been going on here tonight, in some respects, you amaze me because you have been able to keep your composure and I don't think I would have. I think I either would have been snickering because I wasn't taking it seriously or I would have been red in the face because I did take it seriously.

I think there's only one thing that disturbs me more than the inadequate content in the EIR and that's knowing that my tax money was used to pay for it. Thank you.

MR. ZAHN: James Gibbon.

MR. JAMES GIBBON, 410 Gregg Place, San Ramon, California. I'd like to bring up something that I don't think the EIR truly appreciates. I don't think it will ever be addressed in the EIR; but, I don't think it truly appreciates the fact that up until now, the southern part of the County has left the County Government alone. It has not really voiced its opinion or voted it's own people in; it's let the County do what it wanted to do---service the unincorporated areas. The only thing that we've done in the last eight years is we incorporated because we felt we weren't getting enough services from the County; but, we decided to deal with that by becoming a city. That was fine and we basically took the responsibility off of the County's back.

But, now the County is doing something that is going to make us sleepy fellows down here take notice that there's a County up there and I think if this process continues the way it is, by November I think you're going to get a message from us---a message is going to come loud and clear when there's new supervisors on the Board and they're going to be pro-south County and other portions that deserve representation is not going to have representation and they're going to lose their representation for one issue and that one issue is going to be detrimental for the rest of the folks for the next four or five years---as long as the Dougherty Valley is a prospect.

The city has taken a view point that there will be growth in the Dougherty Valley; how can we make it the same quality of life that we presently have but has somewhat been sidetracked by economics trying to make a project economically feasible for services,

quality of life that we have and they haven't been able to do it at 3,000 units. They're going to approve something but it isn't going to work. It's appropriate maybe for 3,000-4,000 units otherwise we're all going to be greatly impacted in a bad way.

I think that there's an assumption in the EIR that it's all going to be okay because San Ramon is going to annex Dougherty Valley as it's being developed. I think that the anger that is going to be created over this issue will not allow San Ramon to annex Dougherty Valley. Dougherty Valley will have to survive on its own with the County assistance and maybe become a city by itself---an enclave like Clayton is running all its traffic through other cities and the animosity that occurs around Walnut Creek.

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I think the County does not appreciate the danger and the irate nature that they are creating that will change the attitude for the southern part of Contra Costa County forever towards County government and they're doing this for political reasons as far as I'm concerned otherwise it wouldn't have to be done by the November election and I believe that it should be reconsidered as this process goes through the importance of the relationship to a portion of the County that is basically the breadbasket for the County. Money comes flowing out of here in droves and no other place in the County do you get abundance of funding for the County level. I think it is behooving to the County to consider that, that shooting yourself in the foot, cutting off your nose to spite your face is not becoming and it's obvious when it happens to a lot of people.

The last thing I think is developers have to consider the type of relationship they're going to have with a Board of Supervisors that are not kind to them in the future. Thank you.

MR. SAHN: That was the last card I have. Is there anyone who would like to make comments on the Draft Environmental Impact Report?

There being no one else, that will conclude the oral part of the review of the environmental impact report and as indicated, we will keep the hearing open for written testimony until 5:00 P.M., Tuesday, August 4, 1992 and then we will have to proceed to prepare responses to the environmental comments in writing and distribute a document before the draft environmental impact report will be completed.

Thank you very much for being here and for giving your testimony.

The hearing adjourned at 10:15 P.M.

- 70-1 Refer to response to Comments 7-17 and 7-18.
- 70-2 Refer to response to Comment 24-1.
- 70-3 Refer to response to Comment 24-1.
- 70-4 Refer to response to Comments 7-97 and 24-5.
- 70-5 Refer to response to Comments 7-97 and 24-15.
- 70-6 Refer to response to Comment 24-5.
- 70-7 The intersection analysis has been updated. Refer to response to Comments 6-18 and 28-3 through 28-5.
- 70-8 Refer to response to Comment 6-19.
- 70-9 Refer to response to Comment 24-4.
- 70-10 Refer to response to Comment 24-8.
- 70-11 Refer to response to Comment 24-6.
- 70-12 Refer to response to Comment 24-7.
- 70-13 Refer to response to Comment 24-14.
- 70-14 Refer to response to Comment 24-2.
- 70-15 Refer to response to Comment 24-3.
- 70-16 Refer to response to Comment 7-18.
- 70-17 Refer to response to Comments 7-17 and 7-18.
- 70-18 Refer to response to Comment 7-34.
- 70-19 Refer to response to Comment 7-36.
- 70-20 Refer to response to Comment 7-42.
- 70-21 Refer to response to Comments 7-103 and 7-104.
- 70-22 Refer to response to Comments 7-73 through 7-84.
- 70-23 Refer to response to Comments 7-73 through 7-84.
- 70-24 Refer to response to Comment 7-100.

- 70-25 Refer to response to Comment 7-18.
- 70-26 Refer to response to Comments 7-32 and 7-33.
- 70-27 Refer to response to Comments 7-30 and 7-31.
- 70-28 Refer to response to Comment 7-113.
- 70-29 Refer to response to Comment 21-9.
- 70-30 Refer to response to Comments 21-9, 21-10, and 21-16.
- 70-31 Refer to response to Comment 7-96.
- 70-32 Refer to response to Comment 7-113.
- 70-33 Comment noted.
- 70-34 Comment noted. The distribution of the Draft EIR was in error. However, comments were received from the Southwest Area Transportation Committee, the RTC encompassing the project, and the Tri-Valley Transportation Council and the Contra Costa Transportation Authority.
- 70-35 Comment noted. Refer to response to Comments 7-17 and 7-18.
- 70-36 Refer to response to Comment 22-1.
- 70-37 Refer to response to Comment 22-6.
- 70-38 Refer to response to Comment 22-8.
- 70-39 Comment noted.
- 70-40 Refer to response to Comment 52-13.
- 70-41 Refer to response to Comment 52-1.
- 70-42 Refer to response to Comments 52-7 and 52-8.
- 70-43 Refer to response to Comment 52-20.
- 70-44 Refer to response to Comments 52-15 and 52-16.
- 70-45 Refer to response to Comments 52-9 and 52-10.
- 70-46 Refer to response to Comment 52-90.
- 70-47 Refer to response to Comment 52-24.

- 70-48 Refer to response to Comments 52-1 through 52-6.
- 70-49 Refer to response to Comments 5-87 and 5-88.
- 70-50 Refer to response to Comments 5-90, 5-91, and 5-92.
- 70-51 Comment noted. Refer to response to Comments 36-1 through 36-32 addressing specific concerns from the Alamo Improvement Association.
- 70-52 Refer to response to Comments 7-37 through 7-42.
- 70-53 Comment noted. Refer to response to Comments 5-13 through 5-17.
- 70-54 Comment noted.
- 70-55 Refer to response to Comments 5-57, 7-63, and 7-65.
- 70-56 The Camp Parks area is not anticipated for use by the project. The regional trail has been realigned to be within the planning area.
- 70-57 Refer to response to Comment 5-90.
- 70-58 Refer to response to Comment 7-70.
- 70-59 Refer to response to Comment 7-2.
- 70-60 Comment noted. The Specific Plan must only be consistent with the Contra Costa County General Plan. For a discussion of the County's hillside protection policy, refer to response to Comment 5-57.
- 70-61 Refer to response to Comment 8-8.
- 70-62 Refer to response to Comment 8-9.
- 70-63 Refer to response to Comments 8-10 through 8-27.
- 70-64 Refer to response to Comment 8-22.
- 70-65 Refer to response to Comments 8-10 through 8-27.
- 70-66 Refer to response to Comment 8-29.
- 70-67 Refer to response to Comments 8-29 and 8-30.
- 70-68 Refer to response to Comments 62-1 and 62-2.
- 70-69 Refer to response to Comment 62-3.

- 70-70 Refer to response to Comment 62-4.
- 70-71 Refer to response to Comment 43-3.
- 70-72 Comment noted.
- 70-73 Comment noted. The Draft EIR identifies the impact on the California red-legged frog as significant prior to implementing mitigation measures. Refer to response to Comments 34-7 and 47-5.
- 70-74 Refer to response to Comments 5-25 through 5-28.
- 70-75 Refer to response to Comments 7-2 and 7-93.
- 70-76 Refer to response to Comment 5-89.
- 70-77 Refer to response to Comments 5-25 through 5-28.
- 70-78 Refer to response to Comments 7-73 through 7-84.
- 70-79 Comment noted. Refer to changes in the "Traffic" and "Air Quality" sections in the Errata.
- 70-80 Refer to response to Comments 7-73 through 7-84.
- 70-81 Comment noted. Refer to Comments 5-90 regarding phasing the plan.
- 70-82 Comment noted. Refer to the Errata for changes in allowed uses on trails.
- 70-83 Comment noted.
- 70-84 Refer to response to Comment 56-1.
- 70-85 Refer to response to Comments 5-13 through 5-17.
- 70-86 Refer to response to Comment 7-113.
- 70-87 Refer to the revised Appendix D in the Final EIR.
- 70-88 Refer to response to Comment 59-1.
- 70-89 Refer to response to Comment 59-2.
- 70-90 The traffic analysis has been redone and changes in trip distribution are reflected in those results. Refer to the revised Appendix E for the Final EIR and response to Comment 6-15.
- 70-91 Refer to response to Comments 5-25 through 5-28.

- 70-92 Refer to response to Comments 5-32, 5-33, and 5-90.
- 70-93 Comment noted. Refer to response to Comment 7-113.
- 70-94 Refer to response to Comments 7-73 through 7-84.
- 70-95 The noise analysis has been updated. Refer to the Errata in the Final EIR.
- 70-96 Refer to response to Comments 7-73 through 7-84.
- 70-97 The traffic analysis for the project has been reconducted. Refer to the revised Appendix D in the Final EIR.
- 70-98 Refer to response to Comment 5-93.
- 70-99 Comment noted.

Chapter C. Errata to the Draft EIR

INTRODUCTION

The following changes are hereby made to the Draft EIR. The Errata is organized by comment numbers from Chapter B. Changed figures and tables are found at the end of the Errata. The Draft EIR should be consulted while reviewing the Errata. Incorporation of the following changes results in the document text for the Final EIR.

General Changes to the Draft EIR

Revised Summary of Project Impacts and Mitigation Measures.

Preliminary and Final Development Plans Usage. Contra Costa County has determined that the preliminary development plans for the Windemere Ranch and Shapell Industries properties will be based exclusively on the DVSP. Because the level of detail found in the DVSP does not provide for consideration of several items discussed for inclusion in the preliminary development plans, those items will now be required in subsequent approvals. To accommodate this new procedure, the following changes are hereby incorporated into the Final EIR:

Mitigation Measure 4.2, page 4-37 and Table 2-1, page 2. Replace the word "preliminary" in the last sentence of the first paragraph and the first sentence of the second paragraph with the word "final".

Mitigation Measure 5.19, page 5-51 and Table 2-1, page 2. Delete the words "more detailed" from the last sentence. Insert the words "final development plans and tentative map" in the last sentence before the word "plans".

Mitigation Measure 5.21, page 5-56 and Table 2-1, page 5. Replace the word "preliminary" with the word "final".

Mitigation Measure 5.22, page 5-56 and Table 2-1, page 6. Replace the words "preliminary, final, and neighborhood development plans" with the words "final development plans and tentative maps".

Mitigation Measure 5.25, page 5-58 and Table 2-1, page 6. Replace the word "neighborhood" with the word "final".

Mitigation Measure 5.28, page 5-60 and Table 2-1, page 7. Replace the word "preliminary" with the word "final".

Mitigation Measure 9.1, page 9-20 and Table 2-1, page 20. Replace the word "preliminary" with the word "final".

Mitigation Measure 9.9, page 9-29 and Table 2-1, page 22. Replace the word "preliminary" with the word "final".

Mitigation Measure 9.10, page 9-29 and Table 2-1, page 23. Replace the word "preliminary" with the word "final".

Mitigation Measure 10.5, page 10-16 and Table 2-1, page 24. Replace the word "preliminary" with the words "final development".

Mitigation Measure 12.1, page 12-7 and Table 2-1, page 31. Replace the word "specific" with the words "final development".

Mitigation Measure 12.2, page 12-8 and Table 2-1, page 32. Replace the word "specific" with the words "final development".

Mitigation Measure 13.2, page 13-9 and Table 2-1, page 33. Replace the words "proposed tentative maps" with the words "tentative maps".

Other General Changes. Figure 3-6. Shading added to multiple family low density residential. Figure 3-7. Spelling corrected.

Page 17-9. Add the "Energy Conservation" section contained in Attachment 1 of this Errata.

Specific Changes to the Draft EIR

- 2-1 Refer to revised Chapter 6 (Attachment 2).
- 2-3 Page 6-5, Figure 6-3. The arrow mark on I-680 for 15,550 traffic volume (north of Crow Canyon Road) is changed to point at San Ramon Valley Boulevard.
- 2-10 Figure 7-4 is amended to include SO_x.
- 2-13 Page v. Table of Contents. The following section has been added as an expansion and clarification of Chapter 17, "Other CEQA-Related Topics":

"Energy Conservation" (see Attachment 1 of the Errata for the text of this section).
- 3-1 Page 10-5. The last full sentence of paragraph 3 under "Water Quality" has been revised to state "However, stormwater NPDES permits apply to municipalities with

populations of 100,000 or greater. Although the Dougherty Valley project does not require its own NPDES permit, RWQCB will issue a municipal stormwater NPDES permit to all of Contra Costa County, which will include the project area."

- 3-2 Page 10-5. The following sentence has been added to the end of paragraph 3, after the above sentence, "The project will require an NPDES construction stormwater permit issued by SWRCB, effective October 1, 1992."

Page 10-11. The last sentence under Mitigation Measure 10.1 has been revised to state: "Detention basin designs should involve coordination with ACFCWCD prior to final design and must be reviewed and approved by CCCFCWCD."

Page 10-12. A sentence has been added at the bottom of paragraph 1 to state: "The project proponents should also request the formation of a drainage area to serve the entire Alamo Creek watershed."

Page 10-14. The mitigation measure for erosion control is corrected to indicate number 9.7 instead of 9.4.

- 3-3 Page 11-45, Mitigation Measure 11.8 is amended to read as follows:

11.8 The project proponent should prevent dredge or fill activities in jurisdictional wetland areas or compensate for the loss of unavoidable onsite freshwater marsh in consultation with DFG, USFWS, RWQCB, and the Corps as a condition of a Section 404 permit.

- 3-5 Page 11-8, the setting section is amended to read as follows:

Any activities that result in the placement of dredged or fill material into jurisdictional wetlands or other waters of the United States would require a permit from the Corps (Section 404 permit), and often DFG (Streambed Alteration Agreement), and California State Water Resources Control Board (SWRCB) (water quality standards certification). A wetlands mitigation plan (including restoration and revegetation), addressing DFG and SWRCB's no-net-loss policies should be submitted as part of the Section 404 and/or streambed alteration permit application.

- 5-1 Page 1-8. The discussion in the "Subsequent Environmental Review" section is hereby deleted and replaced with the following:

"This EIR is considered the first level of a tiered EIR, which assesses the environmental impacts of the General Plan Amendment, Specific Plan, Development Agreements, and Preliminary Development Plans for the Dougherty Valley project.

"Under this tiering approach authorized by CEQA, later approvals and entitlements such as the final development plans, tentative and final maps, and other

entitlements and approvals for infrastructure construction, will be subject to environmental review by the County, building on this EIR as a base document."

- 5-4 Page 3-17. The "Buildout Estimates" discussion is hereby amended to add the following sentence after the second sentence:

"About 60% of the housing stock in the planning area is expected to consist of single-family detached residences. The single-family residential category includes 46.7% of the total number of single-family housing units at traditional densities. A total of 13.2% of the housing stock would be small-lot single-family detached homes at higher densities."

- 5-5 Page 4-10. The first sentence in the "Planning Area Land Use Designations" section is amended to read as follows:

"The planning area is within the City of San Ramon's Planning Area Boundary."

- 5-6 Page 4-14. Add the following paragraph to the end of the "Current San Ramon Planning Efforts in Dougherty Valley" discussion:

"In June 1992, the City distributed its Final Specific Plan and EIR for the Dougherty Valley. As of October, the Specific Plan and Final EIR are before the San Ramon City Council for review and consideration" (Mills pers. comm.).

- 5-10 Page 4-33. Make the following changes to the first two sentences of the "Impact: Inconsistency with San Ramon General and Specific Plan" section as follows:

"The project could be inconsistent with the City of San Ramon's current General Plan. The City of San Ramon is currently processing a Specific Plan and environmental impact report for Dougherty Valley.

- 5-17 Page 5-8. The following sentence has been added to paragraph 2 under "Reclaimed Water": "Production and use of reclaimed water is permitted by the RWQCB via a wastewater discharge permit."

- 5-42 Page 5-62, Mitigation Measure 5.33:

The Community Development Department would be responsible *for ensuring the appropriate entity is assigned to manage facilities, and* for monitoring the success of this Mitigation Measure.

- 5-45 Page 3-10, fifth, sixth, and seventh paragraphs:

- recreation that would center on a system of community and neighborhood parks, *improved but* undeveloped open spaces *comprising 21% of the planning area*, linked by pathways, and an 18-hole golf course in the Coyote Creek area; ~~and~~

- ~~open space, comprising 55% of the planning area, which would provide a system of trails linking neighborhoods, parks, and schools and regional linkages to the south and north; and~~
- *unimproved open space comprising 34% of the planning area, which will remain as existing habitat.*

5-52 Refer to revised Tables 8-3 and 8-5 through 8-9.

Pages 8-29 and 8-30. "Impact: Exposure of Residents along Old Ranch Road to a Substantial Increase in Noise", Mitigation Measures 8.8 and 8.9, and subsequent discussions are deleted from the Draft EIR.

Page 8-32. Last paragraph. The last sentence, beginning "As indicated in Table 8-3", is amended to read:

As indicated in Table 8-3, implementation of the project will contribute to these excess noise conditions along all roadways.

5-53 Page 8-30. The first complete sentence on page 8-30 is amended to read:

The project proponents should provide sound walls along Old Ranch Road adjacent to existing residences. The sound walls shall be constructed to the concurrence of the City of San Ramon and in accordance with City of San Ramon requirements as specified by the Engineering Services Division.

5-58 Refer to revised Figure 9-11.

5-60 Pages 9-21 and 9-22. Mitigation Measure 9.4 is amended to read as follows:

9.4a: The project proponents should form or participate in any existing Geologic Hazard Abatement Districts (GHADs) to establish funding mechanisms for any remedial work required after a project is constructed for landslides or other land disturbances in graded areas. If a GHAD is not feasible or adequate, the project proponents will provide "seed money" into a new or existing funding mechanism utilized to handle subsequent maintenance and remedial repair. The responsibility of remedial work to correct all soil/slide problems will stay with the developer for two to three winter periods after the work is performed. Corrections will meet Contra Costa County Community Development and Public Works Department requirements for remedial work.

Implementing Mitigation Measures 9.2 or 9.3 and 9.4 would reduce this impact to a less-than-significant level because the risk of landsliding and slope failure would be minimized by project grading design subject to approval by the County.

5-65 Page 10-5. Amend the last sentence of the fifth paragraph:

~~"However,~~ NPDES permits apply to affecting municipalities with populations of 100,000 or greater *and construction activities impacting more than 5 acres of land*; therefore, the Dougherty Valley project ~~does not~~ *would* require an NPDES permit ~~at this time~~".

5-69 Page 10-16. A sentence has been added to the end of paragraph 1 to state: "Accumulated sediment would be removed periodically by the County, while still in a nonhazardous condition, and be disposed of properly with other solid wastes, soil, or fill materials." The following sentence has been inserted after the third sentence of the second paragraph, "Regular maintenance will ensure that accumulated sediment does not reach hazardous levels."

5-71 Page 10-16, the last sentence of Mitigation Measure 10.5 is amended to read:

The County should require a hazardous substance control and emergency response program, to be approved by the Department of Public Works Director, with input from the City of San Ramon, as a condition of the first tentative map.

5-73 Page 11-5, the setting is amended to read:

A wetland delineation using Corps-approved methodology conducted by the project proponents and verified by the Corps would be required to complete the Section 404 permit process.

5-74 Page 11-8, the setting is amended to read:

To determine the location and extent of jurisdictional areas in the planning area, a detailed multiparameter wetlands delineation should be completed by the project proponents. A report, map, wetland impact assessment, and copies of field data sheets should be submitted to the Corps for verification to establish the boundaries of Corps jurisdiction prior to approval of tentative maps.

5-75 5.28: The County should ensure that one or more maintenance facilities for equipment storage to maintain the open space are located in the preliminary development plans and constructed. Grade-separated connections will be planned where required by OSC-3 of the Specific Plan. The locations for maintenance facilities and land bridges should be reviewed by the open space management agency responsible for the planning area.

5-77 Page 11-42, Mitigation Measure 11.3 is amended to include:

j. adhere to Contra Costa County's tree preservation ordinance in effect at the time of the approval of vesting entitlements.

5-78 Page 11-42, the first sentence of Mitigation Measure 11.4 is amended to read:

If elimination of valley oaks is unavoidable the project proponents should replace lost trees by planting ten seedlings, greater than or equal to 15-gallons in size, for each tree eliminated (Dougherty Valley Specific Plan Policy OSC-12).

- 5-79 Page 11-47, Mitigation Measure 11.8 is amended to read:

A compensation ratio exceeding 2 acres created for each acre affected would likely be required to fully compensate for the impacts on this habitat.

- 5-80 Page 12-8, Mitigation Measure 12.2 is amended to read:

Prior to the approval of tentative maps, associated with site CA-723, the historic significance of the site shall be reviewed by the County. If the County determines the site to be of significant historic importance, the specific decision whether to preserve this building or allow it to be recorded and torn down should be made by a qualified archeologist and the County through the public hearing process. As part of that subsequent process, the property should be further evaluated by an architectural historian to document its specific historic values and context, develop concepts for its preservation, and prepare site record forms that meet current professional standards for architectural properties. All funding for these actions should be borne by the project proponents.

- 5-85 Page 14-14, assumptions:

ABAG uses 1.6 workers per household, and this number should be used instead of the 1.83 workers per household indicated on page 14-14.

- 6-1 Page 6-1, the last paragraph at the bottom should be revised as follows:

Dougherty Valley is located approximately 2 miles from the regional freeway system. Access to and from Dougherty Valley will rely on arterial routes for local and regional travel. ~~the overall level of service (LOS) of this local street system will be determined where the arterial routes connect to the freeway system at interchanges within the study area.~~ *Because of the existing and planned local street patterns, the critical roadway junctions for the street system are expected to be at or near the interchanges with regional freeways.*

- 6-14 Page 6-17, Figure 6-5. The Twin Creeks Drive extension west of I-680 is deleted from Figure 6-5.

- 6-18 Page 6-23, the second sentence, first paragraph under the heading "Routes of Regional Significance" should be replaced with the following:

Within the study area, both freeways and many major arterials have been adopted as Routes of Regional Significance. The Tri-Valley Action Plan will include the following Routes of Regional Significance within the study area: I-680, I-580, Crow

Canyon Road, Sycamore Valley Boulevard, Camino Tassajara, Tassajara Road, Santa Rita Road, Danville Boulevard, San Ramon Valley Boulevard, San Ramon Road, Foothill Road, Dougherty Road in Alameda County, Hopyard Road, Dublin Boulevard and its planned extension to Airway Boulevard, and Stoneridge Drive extension/Jack London Boulevard.

- 6-20 Page 6-27, first sentence, is revised as follows:

The Contra Costa County General Plan circulation element provides for upgrading Dougherty Road to expressway status (two lanes) from just south of Crow Canyon Road to the County line, as indicated in Figure 5-2 of the general plan.

- 6-21 Page 6-27, the first sentence under the "Interstate 680" heading on p. 6-27 should be revised as follows:

An improvement project has been planned for I-680 that will add one high-occupancy vehicle (HOV) lane in each direction in the median to provide for total lanes in each direction between ~~State Route 24 and I-580~~ *Alcosta Boulevard and Rudgear Road*.

- 7-10 Page 3-14, Buildout Estimates. The last paragraph of this section has been deleted.

Page 3-16. Table 3-2 has been deleted.

- 7-29 Page 5-48, third paragraph. This paragraph, beginning with "Because of declining staffing levels. . . .", is amended to read as follows:

Traffic-related law enforcement is the legal responsibility of the CHP, and the CHP should adopt the following Mitigation Measure 5.13a to mitigate this significant impact. When the County population exceeds one million, the County Sheriff Office could also petition the state to provide traffic-related service.

Mitigation Measure

- 5.13a The California Highway Patrol should create two additional patrol positions at the Dublin office to serve the traffic-related law enforcement service needs of the project area. The CHP is responsible for monitoring the success of this mitigation measure. If the CHP is unable to create additional patrol positions, the County Sheriff Department should provide adequate staffing to mitigate this impact.

Page 5 of Table 2-1, third impact, significance after mitigation, amend to:

"less than significant"

- 7-30 Page 5-48, amend Mitigation Measure 5.14 as follows:

The developers should provide 4,500 square feet of substation space. CCCSD should approve all substation space design plans. The Community Development Department should condition the approval of preliminary and final development plans and tentative maps based on adequate financing and the inclusion of this community facility. CCCSD and the Community Development Department would be responsible for monitoring the success of this Mitigation Measure.

- 7-36 Pages 5-53 and 5-56. The first paragraph under "Impact: Need for Additional School. . . ." is amended at the top of page 5-56, following "above facilities would cost approximately \$111 million" to read:

Sites for two elementary schools and one middle school and funding for the construction of one elementary school and Shapell's pro rata share of the high school would be provided by Shapell's December 13, 1988 agreement with SRVUSD. However, Shapell is given credits toward the AB 2926 developer fees by constructing the elementary school, so the \$38 million would be reduced by the number of credits accrued to Shapell (O'Connor pers. comm.). In addition, funding for the construction of two elementary schools, one middle school, and the Windemere pro rata share of the high school would need to be obtained from another source.

- 7-43 See Errata 49-3.

- 7-46 Page 5-59, first paragraph, second sentence:

Approximately 2,033 acres of the planning area would be devoted to unimproved open space (Figure 5-6), which would need to be managed to *enhance wildlife habitat, promote recreation, and* prevent a fire hazard.

- 7-50 Page 5-60, Mitigation Measure 5.28. Add:

The developer shall be responsible for constructing the storage areas.

Page 5-62, Mitigation Measure 5.33, change "excluding" to "including".

- 7-51 Page 5-60, Mitigation Measure 5.27. After the second sentence, insert the following:

The landscape and lighting assessment districts established in Mitigation Measures 5.31 and 5.33 or other sources will fund these management activities.

- 7-76 Page 14-7. The title of Figure 14-2 has been amended to read:

"Projected Percentage of Total Housing Demand in the Tri-Valley Region to 1995 by Income Category". See revised figure at the end of the Errata.

- 7-84 Page 14-16. "Impact: Improvement in existing Jobs/housing ratio". The first paragraph has been replaced by the following:

The project would create 17,600 new employed residents within the region (based on a worst-case scenario that all new residents would be new employees in the region and that the average number of workers within each of the 11,000 housing units is 1.6 workers per household), resulting in a jobs-to-employed-resident ratio within the planning area of 0.14.

- 7-88 Page 6-9, replace the number 15,000 in the third paragraph with the number 18,000. Also refer to revised Chapter 6 (Attachment 2) of this Errata.

Revised Figure 6-2 indicates that 18,000 vehicles per day travel on Camino Tassajara east of Sycamore Valley Road.

- 7-89 Page 6-8, last paragraph, revisions substitute the two occurrences of the words "Camino Tassajara" with the words "Sycamore Valley Road". San Ramon Valley Boulevard is amended to be a "two- to four-" lane road, not a "four-lane" road. Also refer to revised Chapter 6 (Attachment 2) of this Errata.

- 7-90 Page 6-9, the description of Camino Ramon has been revised to be a "two- to four-" lane road, not a "four-lane" road. Also refer to revised Chapter 6 (Attachment 2) of this Errata.

- 7-91 Also refer to revised Chapter 6 (Attachment 2) of this Errata.

- 7-92 Also refer to revised Chapter 6 (Attachment 2) of this Errata.

- 8-2 Page 1-9, first paragraph. The sentence beginning "Under Section 15182 of the State CEQA Guidelines. . . ." is amended to read:

Under Section 15182 of the State CEQA Guidelines and Government Code Section 66457, no subsequent environmental review would be necessary for residential development of the project if it conforms with the Specific Plan.

- 8-3 Page 4-5, fifth paragraph. The last sentence beginning "To the southwest" is amended to read as follows:

To the southwest are developing residential subdivisions in the City of Dublin, and to the southeast is the site of the future Eastern Dublin Specific Plan.

- 8-4 Page 4-5, fifth paragraph. The paragraph beginning with "South of the Alameda. . . ." is amended to read as follows:

Both sides of Alamo Creek, south of the Alameda County line and west of Dougherty Road, have been subdivided.

- 8-5 Page 4-15. The following paragraph is added under the heading "Livermore-Amador Valley Planning Unit General Plan and Zoning Designations" and follows the paragraph beginning "The LAVPUGP designates. . . .":

The LAVPUGP is currently being revised and will be known as the East County Area Plan. The plan revision is a joint effort of the County of Alameda and the cities of Dublin, Livermore, and Pleasanton to address land use issues of regional importance.

- 8-6 Page 4-16, Primary Planning Area. The first paragraph has been deleted and replaced with the following:

West of Dougherty Road and the abandoned Southern Pacific Railroad Right-of-Way (ROW), the land uses vary from residential to business park, commercial, and industrial. From east to west, from the abandoned railroad ROW, the land uses are as follows: Business Park/Industrial, Outdoor Storage, Retail/Office and Automotive, Retail/Office, Medium High Residential (14.1-25.0 dwelling units per net acre), and Single Family Residential (6.1-14.0 dwelling units per net acre).

- 8-7 Page 4-16, sixth paragraph. This paragraph, beginning with "The Dublin primary planning area. . . .", is amended to read as follows:

The Dublin primary planning area has essentially been developed or approved for development. Only 21 acres of residential, 16 acres of commercial, and 23 acres of industrial land remain that are suitable for development in the city. Development policy for the primary planning area is for the continued development and intensification of the remaining identified land. A 79-acre site just east of the Dougherty Hills area has recently been subdivided into a multifamily residential development with some single-family or duplex units (Carrington pers. comm.).

- 8-28 Page 14-3, Table 14-1:

The Community of Dublin had 11,321 employed residents and 9,000 jobs instead of 12,004 and 12,203, respectively.

- 8-30 Page 4-16, paragraph 3:

The total number of employed residents should be 17,600, not 6,010, and the jobs-to-employed residents ratio should be 0.14 instead of 0.42.

Page 6-18, Table 6-3 is amended to reflect this change. Refer to Appendix 1 in the Final EIR.

- 10-5 Page 5-47, add the following to the fifth paragraph:

Recycling plans should also be developed by the project proponent to reduce the solid waste produced during all phases of the project.

11-1 Page 3-16, Table 3-2, add the words "police station" under the typical tenant column and the public use row.

11-3 Page 5-62, insert:

Impact: Need for Library Services

Implementing the project would increase the demand for library services in the County. The libraries serving the San Ramon Valley are already at capacity. Constructing a facility to accommodate the project would require between .3 and .5 square feet per capita. The average construction cost for this type of facility is \$153 per square foot, or approximately \$1.78 million for the building. Site preparation, fees, fixtures, equipment, and books would cost an additional \$1.8 to \$2.8 million. Although a library use is identified for the Village Center, the DVSP does not provide for the above identified costs. This impact is considered significant because the project would cause a substantial demand for library services and provision of these services is not provided within the planning area under the DVSP.

Mitigation Measures:

- 5.34 The project proponent should dedicate one site for a public library and provide 11,600 square feet of library space.
- 5.35 The proponents should construct the library and fund acquisition of the materials necessary to operate the library.

17-1 Page 3-12. Add the following sentences to the end of the first paragraph:

The proposed land transfer would include applications for the appropriate LAFCO for amendments to the DSRSD sphere of influence and district boundaries, if necessary. Because development of the project proposes successful extensions of water and sewer services to the entire planning area, this issue could be moot by the time the land transfer is implemented.

17-7 Page 5-62, add the following to the seventh paragraph:

The Contra Costa County LAFCO would also be contacted in the event a county service district or street lighting area is considered.

18-21 Page 3-14. Third paragraph, fourth line, should be amended to read:

"facilities, such as *a* golf courses (*GC*), equestrian centers, private lakes, swimming clubs,".

Figure 3-14, add the following to the lower right corner: "Source: PBR, 1992"

18-23 Page 5-45. Mitigation Measure 5.11.

- 5.11: The County should require the project proponents to develop all onsite recycled water service improvements necessary to serve the planning area if the County finds that the use of recycled water is appropriate and feasible. These improvements should be phased to make recycled water available for irrigation as schools and golf courses that would receive service are constructed. These improvements should be approved by DSRSD and/or the selected water purveyor and the Community Development Department. The Community Development Department should require the preliminary development improvements for the Windemere and Shapell properties to incorporate these recycled water service improvements as a condition of approval if such improvements are found to be feasible. The Community Development Department and the selected water purveyor would be responsible for monitoring the success of this mitigation measure.

19-19 Page 3-23. The last sentence of the paragraph on reclaimed water has been revised to state "Figure 3-12 presents the proposed flow distribution system; the system model was based on the County-preferred alternative and will require a lift station and storage reservoir."

19-22 Page 3-24. Paragraph 2 has been revised to state that "the TWA would contract sewage treatment and disposal services with DSRSD and with CCCSD for discharge into Suisun Bay."

19-27 Page 5-1. The last sentence of paragraph 2 has been revised to state "The southern portion of the planning area is within the sphere of influence and service area of DSRSD."

Page 5-4. The first sentence on page 5-4 has been revised to state that the planning area is not "entirely" within Central San or DSRSD boundaries.

19-32 Page 5-3. The second paragraph under DSRSD has been revised to state "As of July 1, 1992, DSRSD's available capacity was approximately 0.62 mgd, or 2806 DUE." A Dwelling Unit Equivalent (DUE) is equivalent to 220 gpd.

19-34 Page 5-3. The City of Livermore is included in the last paragraph under the TWA description.

19-37 Page 5-4. In the third paragraph, the words "facultative sludge lagoons" have been inserted to replace sludge drying beds.

- 19-41 Page 5-2. Figure 5-1 has been revised to clearly indicate the Central San service area and sphere of influence boundary; the DSRSD service area and sphere of influence boundaries are the same, as indicated in Figure 5-1.
- 19-44 Page 5-7, Figure 5-3. Figure 5-3 has been revised consistent with Figure 5-1 and DSRSD boundaries have been added in the southern portion of the planning area.
- 19-45 Page 5-8. The first paragraph under DSRSD is replaced with the following: "DSRSD currently supplies potable water to the Tri-Valley area in northern Alameda County (Figure 5-3). Potable water services are not currently supplied within Contra Costa County, although they have been provided in the past to the southern part of the City of San Ramon. DSRSD currently purchases all of its water from the Alameda County Flood Control and Water Conservation District (Zone 7). Zone 7 currently obtains its water from the State Water Project, local runoff from the Arroyo Del Valle watershed, and actual recharge of the groundwater basin. Water from the State Water Project is obtained under contract between Zone 7 and the Department of Water Resources (DWR). Zone 7's contract with DWR provides for an increasing yearly allocation, which reaches a plateau in 1997 at 46,000 af/yr. DSRSD, in turn, contracts with Zone 7 for its water supply. Under the existing contract, DSRSD may obtain up to 210 million gallons per year of independent quota water (including groundwater) from sources other than Zone 7 without paying a recharge fee to Zone 7. Amounts over the independent quota require a payment of a recharge fee to Zone 7. Under this agreement, DSRSD can obtain water from groundwater wells up to 210 million gallons per year or obtain water imported from other sources without paying a recharge fee. The current contract between DSRSD and Zone 7 expires in September 1993. Renegotiation of this contract will commence in late 1992."
- 19-47 Page 5-8. The third sentence of the last paragraph is revised to state "Under the MOU, DSRSD and EBMUD have committed to cooperate in the planning of reclaimed water facilities crossing or adjacent to areas such as the Dougherty Valley to accomodate services to these areas."
- 19-50 Page 5-32. The third key assumption has been revised to state "recycled water will be used to irrigate all areas of public landscaping in accordance with the appropriate agency regulations." The last key assumption has been revised to state "all onsite and offsite water, wastewater, and recycled water improvements needed to specifically serve Dougherty Valley identified by Brown and Caldwell (1992) would be provided by the project proponents or financed by the project proponents directly or through assessment districts or other means."
- 19-56 Page 5-41. A sentence has been added at the end of mitigation measure 5.5 to state "DSRSD may need to acquire and develop water rights independent of its contract with Zone 7."
- 19-57 Page 5-41. The following statement has been added to the paragraph under Mitigation Measure 5.6:

Landscaping must conform to AB 325, which requires land use planning agencies to adopt water use standards indicating the maximum amount of water allowed for new landscaped areas. Other water conservation measures, such as the BMPs outlined in the MOU for Urban Water Conservation in California, should also be implemented by the selected water purveyor.

19-59 Page 5-44. The last sentence of mitigation measure 5.9 has been revised to state ". . . the agency responsible for providing water service to the planning area or the wastewater agency could be responsible for its distribution".

19-60 Page 7-17. Mitigation Measure 7.1 is amended to read:

The project proponents should use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and increase watering frequency when winds exceed 15 mph. Because of the importance of water conservation, only recycled water should be used for compaction and dust control purposes.

19-63 Page 15-21, paragraph 3, line 1, change text:

Facilities should be sited by the responsible services district in locations of low....

Page 15-21, paragraph 4, line 1, change text:

Facilities, such as water storage tanks, should be sited by the responsible services district by minimizing. . . .

Page 15-21, paragraph 5, line 1, change text:

The responsible services district should. . . .

21-1 Page 5-56. Mitigation Measure 5.22 is revised to read:

Building permits would not be issued until the Community Development Department has established the adequacy of existing or planned school facilities. Adequacy of existing or planned school facilities should be determined in consultation with SRVUSD. The Community Development Department will be responsible for monitoring the success of this mitigation measure.

21-6 Page 5-54, add footnote c:

^c The number of students will vary with respect to housing types and changes in the number of dwelling units. The projected mix of housing, if developed as proposed, will not alter the number of schools required.

21-7 Page 3-28, add the following between the fifth and sixth paragraph:

California Department of Education

The California Department of Education grants approval for the location of all school sites.

21-13 Page 5-56, insert Mitigation Measure 5.22a:

- 5.22a During the initial phases of development of Dougherty Valley, the need may arise for excess students to be housed at alternative sites prior to the completion of future school facilities. If the SRVSD is unable to accommodate additional students, the project proponents should provide temporary space at existing or alternative facilities until new facilities can be constructed.

21-17 Page 5-58, Mitigation Measures 5.25 and 5.26:

Remove "the SRVUSD" from text. In Mitigation Measure 5.26, replace "The SRVUSD" with "San Ramon Valley School Age Child Care Alliance".

22-1 Page 5-28, after the fifth bullet:

- Policy 7-81. All structures located in Hazardous Fire Areas, as defined in the Uniform Fire Code, shall be constructed with fire-resistant exterior materials, such as fire-safe roofing, and their surroundings are to be irrigated and landscaped with fire-resistant plants, consistent with drought resistance and water conservation policies.
- Policy 7-84. The cost effectiveness of new fire protection facility alternatives shall be considered, and the most cost-effective alternative shall be selected prior to implementing any financing mechanism.

Page 5-50 and Table 2-1, page 5. Replace Mitigation Measure 5.17 with the following:

- 5.17: The project proponents should dedicate one fire station and reserve for dedication a second fire station site in the planning area. Fire station(s) should be constructed by the project proponents to provide fire response according to fire response standards set forth in General Plan policies 7-62 and 7-63 (i.e., urban/suburban areas would be within 1.5 miles or a 5-minute total response 90% of the time) and General Plan policies 7-66, 7-68, 7-70, 7-74, and 7-77.

The project proponents should construct fire station(s) according to plans and specifications of the standard prototype to be approved by the SRVSPD. SRVFPD should also approve the location and staging of fire station site(s) and the equipping of the fire station(s) and accessory buildings (refer to Mitigation Measure 5.18). The County should condition the approval of

the final development plans and tentative maps on the implementation of this mitigation measure, in consultation with SRVFPD, to provide fire response according to policies 7-62, 7-63, 7-68, 7-70, and 7-77. The Community Development Department, in consultation with SRVFPD, would be responsible for monitoring the success of this mitigation measure.

- 22-2 Page 5-50 and Table 2-1. Amend Mitigation Measure 5.18 as follows:
- 5.18: The developers should construct the fire stations and fund acquisition of equipment needed to provide adequate fire and emergency medical response to the planning area *when the SRVFPD cannot meet time and distance response standards*. The number and type of equipment to be required should be approved by SRVFPD. This could include temporary fire stations, as specified in General Plan policy 7-78, if approved by SRVFPD. SRVFPD and the Community Development Department would be responsible for monitoring the success of this mitigation measure.
- 23-1 Page 5-1. In the second paragraph, the word "County" has been deleted from the Central Contra Costa Sanitary District title.
- 23-2 Page 5-1. The volume of wastewater treated daily by Central San has been revised to 34 mgd from 38 mgd.
- 23-3 Page 5-3. The second full paragraph has been revised to state "Central San may increase the capacity of its effluent pumping facilities near Martinez to accommodate increased flows from areas outside its current boundaries."
- 27-7 Page 7-15. Under "Key Assumptions", the assumptions are replaced with the following:
- emissions exceeding the BAAQMD's proposed NSR threshold of 550 pounds per day for CO and 150 pounds per day of NO_x, ROG, PM₁₀, and SO_x.
- 28-1 Page 4-29. Add the following bullet to the end of this list:
- The Contra Costa Transportation Authority is the designated Congestion Management Agency for Contra Costa County. The 1991 Congestion Management Program (CMP) for Contra Costa County identifies level of service and transit performance standards for the regional transportation system that are applicable to this project. This is addressed in Chapter 6, "Circulation", and in Appendix D.
- 31-1 Page 5-17, third paragraph from the bottom:

EBRPD ~~plans to~~ *has* constructed a staging area. . . .

31-2 Page 5-59, insert as the second paragraph:

Factors which are important in EBRPD's determination to manage park lands include:

- Configuration of the open space must be such that it includes at least 200 acres of grazable grassland (not including the areas which will be excluded from grazing, [e.g., alkali seeps] and which has a boundary that is fenced in a reasonably maintainable configuration.
- Buffer Zones between open space and developed areas must be sufficient to allow the owners of the developed areas to maintain within the buffer zone the fire breaks and any previously repaired landslides within them. Previously repaired landslides must not be part of the publicly owned open space. Public streets are desirable as part of a buffer zone.
- Access points to each open space must include at least one location where heavy trucks can bring cattle in and take them out. There also must be an appropriate number of access points and service roads for emergency and maintenance vehicles.
- Public use of the open space must be compatible with adjacent land uses. for example, staging areas and access points can be associated with other public and quasi-public uses including schools and neighborhood parks.
- Water sources for cattle or provisions for importing domestic water supplies for cattle troughs and trailside drinking water must be assured.
- Funding mechanisms (e.g., a lighting and landscaping district) to fund ongoing maintenance must be assured. This must include funding for the oak tree plantations, the restored, enhanced, and created wetlands, and the special status wildlife species protection measures proposed as mitigation for the project within the open space areas. This point is particularly critical given the constraintss on District finances resulting from State budget actions which impact heavily on the District's ability to support maintenance and operation of property.

31-10 Page 5-61 and Table 2-1, page 7, is amended to include the following changes to Mitigation Measures:

- 5.29 The project proponents should ~~either~~ revise the alignment of the trail easement so that it is entirely within the planning area *and least environmentally damaging.* ~~or delete the portions of the trail that extends east of the Windemere property to indicate that these portions of the trail easement would not be available unless other steps were taken to secure them.~~ This mitigation measure

should be implemented *prior to adoption of the final development plan*. ~~before adoption of the DVSP~~. The Community Development Department and EBRPD would be responsible for monitoring the success of this mitigation measure.

- 5.30 EBRPD should acquire offsite easements from the landowners ~~east to the north and south of the Windemere property or the properties themselves to allow the regional trail east of Dougherty Road to be constructed as shown in Figure 5-7~~ or a temporary trail shall be located on the planning area lands until the ~~necessary easements can be acquired to allow connection to a regional trail system~~. This mitigation measure should be implemented *during construction of the regional trail on the project site* soon after completion ~~as soon as EBRPD is able to connect this trail section into the constructed portions of the trail~~. EBRPD and the Community Development Department would be responsible for monitoring the success of this mitigation measure.

31-13 Pages 15-16, Mitigation Measure 15.1, last sentence, is amended to read:

The design guidelines should be reviewed and approved by the County Community Development Department, *in coordination with East Bay Regional Park District*, prior to approval of preliminary development plans.

31-13 Page 15-16, paragraph 3, line 12:

Following "Department", add: with review and assistance by East Bay Regional Park District

31-14 Figure 5-6, spelling correction:

Lindenmeyer instead of Lindenmeyers.

33-5 Page 13-1, second sentence of second paragraph:

PG&E owns and operates the electric transmission and distribution lines onsite. Two ~~two-tower~~ *sets of double-circuit* 230 kV transmission lines are located. . . .

33-6 Page 13-1, third paragraph:

~~Electric transmission lines and other electrical devices create both electric fields and magnetic fields while carrying current. Electric and magnetic fields always exist together and are often referred to as EMFs. Wherever there is flow of electricity, electric and magnetic fields exist and are often referred to as EMFs. These fields are present in residential, commercial, and industrial electrical sources, including appliances, machines, and utility electric facilities.~~

33-7 Page 13-4, third paragraph, and page 13-4, top paragraph:

The intensity of EMFs magnetic fields associated with transmission lines depends on the line voltage current, heights of conductors above the ground, electrical phasing configuration, and distance above the ground and spacing of conductors.

33-8 Page 13-4, last sentence of top paragraph:

Figure 13-3 illustrates the relationship between magnetic fields *strength* and distance for a 230-kV transmission line (such as the line that actually crosses the planning area) from the center of ROW for various 115 kV transmission lines, different tower types, and circuit configurations. The line connected with open circles and labeled "Type Great Western Standard -- Crossphase, sgl. cond., 628 A/phase" is most representative of the existing 230 kV circuits in the Dougherty Valley area today.

33-9 Page 13-6, after second paragraph add:

The window of potential biological effects could include chronic long-term exposure to low background level magnetic fields, and frequency, and harmonics (the amount of EMFs emanating from a power line). Even the orientation of alternating magnetic fields to one another could determine the presence or absence of adverse health effects.

33-10 Page 13-4, second paragraph:

Electromagnetic waves occur along a spectrum of frequencies and wavelengths. . . . ~~Although electric radiation can be blocked by insulation materials, magnetic radiation easily penetrates most surrounding materials.~~ *Although electric fields can be blocked by insulation materials, magnetic fields are not easily shielded.*

33-11 Page 13-4, bottom paragraph:

Epidemiological studies have examined statistical relationships between particular disease agents (in this case, power-frequency magnetic fields) and higher rates of disease in human populations. ~~Two studies in Denver, Colorado, found that children exposed to above average magnetic fields experienced an increase in the incidence of childhood leukemia (Morgan 1989).~~ *The two most widely discussed positive studies involve childhood leukemia. Both were conducted in the Denver, Colorado area, the first by Nancy Wertheimer and Ed Leeper, the second by David Savitz and several colleagues. These studies report an increase in the incidence of childhood leukemia in homes close to heavy duty distribution lines (Granger 1989).*

33-12 Page 13-5, remove Figure 13-3, and replace it with a new Figure 13-3 titled "115 kV Transmission Line Magnetic Field". See revised figure at the end of the Errata.

33-13 Page 13-6, third paragraph:

. . . . milliguass milliGauss. . . .

33-15 Page 13-8, last paragraph:

The precise electric and magnetic. . . . These EMF measurements should be. . .

33-17 Page 13-2:

~~This graphic should be treated as a worst-case scenario for 230 kV transmission lines.~~

34-5 Pages 11-55 and 11-56, Mitigation Measure 11.14 is amended to read as follows:

Impact: Minor Potential for Adverse Effects on Lands Suitable for Use by San Joaquin Kit fox

The San Joaquin kit fox is federally listed as endangered and state-listed as threatened. Adverse effects on the kit fox are significant if there is a substantial loss of kit fox habitat (as opposed to a "take" of individual animals under the federal Endangered Species Act). This analysis is not intended as an evaluation of potential "take" under the federal Endangered Species Act, although this issue is discussed separately.

Historically, the San Joaquin kit fox was reported to occur throughout the semi-arid habitats of California's Central Valley and adjacent low foothills from Kern County to Tracy in San Joaquin County. By the 1930s, the original range had been reduced to the southern and western parts of the Central Valley (Grinnell et al. 1937). Early documentation of the range of the kit fox did not include western Contra Costa County and the Dougherty Valley planning area (Swick 1973, Morrell 1975). The historical range of the kit fox remains unclear. .

Jenson (1972) was the first to document the occurrence of kit fox as far north as Byron in Contra Costa County. Swick (1973) specified areas inhabited by kit fox in the northern counties of Contra Costa, Alameda, and San Joaquin. Kit fox were also reported to occur in three counties not historically considered part of their range (Monterey [Jenson 1972] and Santa Barbara [Waithman 1974]).

The historical range of the kit fox in western Contra Costa County remains unclear. The 1983 San Joaquin kit fox recovery plan range map shows that the western edge of the range of the kit fox includes the planning area (O' Farrell 1983, Orloff 1986). The 1990 USFWS range map for the kit fox, however, shows that the western edge of the current range of the kit fox is in the area of Tassajara Road to the east of the planning area (U.S. Fish and Wildlife Service 1990). Both of these boundaries may be arbitrary, not being based on any statistical analysis of reported sightings. For example, the 1990 range may be inaccurate because there are no biological, geological, or human-made barriers between the planning area and Tassajara Road. Moreover, a comparison of the recent distribution records indicates that a significant reduction in kit fox range has probably occurred in Contra Costa County since 1973 (Orloff et al. 1986). Without reliable historical documentation on kit fox range, it is difficult to determine whether they have always occupied certain areas without being noted or with unverified observations

(such as Dougherty Valley), or whether apparent changes in range represent true extensions or contractions resulting from changing land use practices.

The greatest cause in the decline of San Joaquin kit fox populations was the loss of habitat to agricultural development (Orloff et al. 1986). Kit fox can exist successfully adjacent to dryland agricultural areas as long as dryland cultivation is kept to a minimum (Orloff et al. 1986). Extensive dryland farming reduces the availability of breeding habitat.

In the 1960s, Contra Costa County implemented an intensive ground squirrel eradication program that eliminated most of the ground squirrels in the county (Orloff et al. 1986). Long-term use of ground squirrel poisons severely reduced kit fox populations in Contra Costa County through secondary poisoning and suppressed populations of the foxes primary prey species (Orloff et al. 1986). Ground squirrel control programs and dryland farming could have eliminated kit fox from the Tri-Valley area.

Current agricultural practices (e.g., dryland farming and ground squirrel control programs) could limit the numbers of kit fox in the region or prevent recovery in the region.

There has been no confirmed evidence of kit fox occurrence in the planning area. There have been three reported observations of kit foxes or potential dens in the Livermore and Dougherty Valleys. First, a reported kit fox sighting at Camp Parks was determined to be a gray fox; this reported sighting was based on a misidentification. Second, one potential den was observed near Livermore in 1975 (Natural Diversity Data Base 1991) but was not confirmed. Finally, there was a reported incidental observation of a kit fox within the planning area in 1989. This sighting was made by a nonspecialist observer who had not previously seen a kit fox and was not confirmed by a qualified kit fox biologist (Sproul pers. comm.). This kit fox observation is considered an unconfirmed sighting.

WESCO conducted systematic surveys in 1990 to determine the presence and distribution of kit fox either by direct observation or by sign (i.e., den, scat, or track) and to assess habitat suitability in the Dougherty Valley planning area. Follow-up surveys were conducted in 1991. Although no direct kit fox observations were made during the 1990 surveys, 68 potential dens and five possible dens were identified during transect and track plate surveys (WESCO 1991a). Supplemental surveys conducted in 1991 also did not indicate the presence of kit fox (WESCO 1991b).

In conclusion, neither historical data, reported incidental observations, or studies conducted to date justify a conclusion that the planning area includes kit fox habitat. If kit fox do occur in the Tri-Valley region, the region is probably only irregularly or incompletely occupied.

Although actual use by the kit fox is speculative, the planning area is considered suitable for kit fox use. Implementing the project would permanently convert approximately 3,900 acres of such lands to urban and unsuitable uses. This impact is considered less than significant because there is no evidence of confirmed regular use of the planning area by kit fox. This conclusion is based on the lack of historical records in the Tri-Valley region and a review of studies in the Tri-Valley and the Altamont Pass regions concerning kit fox distribution. These studies show evidence of limited kit fox occupation in the Altamont Pass region and no conclusive evidence of kit fox occupation in the western part of the Tri-Valley region.

Although the loss of lands suitable for kit fox use is considered a less-than-significant impact, the project proponents should still comply with any measures required by a federal agency as a result of federal agency consultations under Section 7 of the federal Endangered Species Act anticipated as part of Clean Water Act compliance. After project development, planned open space areas could be managed to support potential occupation by kit fox. Such a measure might include limiting the use of rodenticides (e.g., 1080 and diphacinone) by open space managers for controlling ground squirrels in open space areas, which could cause kit fox mortality, and conducting construction activities in a manner that is consistent with standard USFWS recommendations for protection of the kit fox to minimize the possible impacts of construction on kit fox (U.S. Fish and Wildlife Service 1989).

Page 11-59. The following impact analysis replaces "Minor Potential for Cumulative Loss of San Joaquin Kit Fox Habitat".

The new impact analysis reads:

Impact: Cumulative Loss of Lands Suitable for Use by San Joaquin Kit Fox Habitat

Generally, the decline of kit population in the northern part of their range has been most strongly correlated with the loss of habitat due to agricultural activities, urban development, and the use of rodenticides. In addition, urban development has eliminated opportunities for future recovery of kit fox populations through reoccupation of its former range. Implementing this project and other reasonably foreseen development projects and the continued present agricultural practices (e.g., dryland farming and use of rodenticides) in the region could result in the permanent cumulative loss of lands suitable for use by San Joaquin kit fox.

Because of policies contained in the County's General Plan, this impact is considered limited, and therefore, insignificant. Contra Costa County has established an Urban Limit Line as part of its General Plan. The Urban Limit Line, among other functions, preserves biological resources, including the majority of historical potential kit fox range in the region. Moreover, the County has in

place a voter-approved policy that at least 65% of the land in the County remain in non-urban use.

Mitigation Measure

- 11.28: Although cumulative losses are not significant, Contra Costa County should continue to implement and enforce Conservation Element policies 8-q and 8-t of the General Plan. To implement Policy 8-q, the County should acquire and protect or cooperate with such efforts by other agencies or organizations (such as the USFWS, DFG, or Contra Costa County Water District) to acquire and protect kit fox habitat in Contra Costa County. The County should encourage kit fox habitat management and enhancement on existing and future county, city, and regional park lands; and the County should acquire conservation easements on private rangelands and manage these lands for kit fox and other wildlife (e.g., restrict the use of rodenticides or limit dryland farming).

To implement Policy 8-t, the County should protect kit populations in the County by not issuing rodent control permits for rodenticides, unless the applicant proves that kit foxes would not be affected by the application of rodenticides.

- 34-8 Page 11-17, Table 11-1, is amended to include the species *Helianthella castanea*. An additional table, Table 11-1a, is also added to the Final EIR to illustrate the number of surveys performed at the project site. Refer to Table 11-1A.
- 35-25 Page 17-4, Cumulative Impacts. Amend section heading "Cumulative Projects" to read "Cumulative Impact Analysis Methodology"

The following paragraph has been added as the first paragraph of this section:

This cumulative impact analysis is based on the "general plan approach" authorized by CEQA as one of two possible approaches (Guidelines section 15126). The other approach, the "list approach" was deemed to be infeasible, due to the uncertainty associated with development of a stable list of reasonably foreseen projects and their exact size that could be considered accurate throughout the period during which the project has been planned and analyzed. The qualitative aspects of the analysis are considered appropriate for the majority of issues due to the nature of these topics (e.g., biological resources and visual impacts). The geographic extent of the cumulative impact analysis remained consistent for the issues that were based on the projections, but appropriately varied for other issues in consideration of the local or regional extent of anticipated cumulative impacts.

The first paragraph of this section from the Draft EIR has been moved to become the second paragraph.

The second paragraph of this section from the Draft EIR has been deleted. It is replaced by the following three paragraphs, which have been added as the third, fourth, and fifth paragraphs of this section:

This cumulative impact analysis has been amended by the Revised Dougherty Valley Specific Plan Traffic Study (October 10, 1992), which used the latest land use projections by the CCTA (Economic and Planning Systems, June 11, 1992). This land use forecast information was allocated within the region by traffic zones shown in Figure C-3, Appendix D-C, and by Table I-1 in Appendix D-I.

The conclusions of the revised traffic study were used to re-analyze cumulative air quality and noise impacts to be consistent with the traffic analysis. Because the results of this re-analysis indicated little quantitative change in cumulative conditions between those reported in the Draft EIR and those of the Final EIR, the qualitative analyses were retained and are considered accurate.

The land use projections on which the cumulative impact analysis is based included assumptions about a number of reasonably foreseen projects that were added to general plan land uses in the Tri-Valley area under the methodology of the CCTA (Economic and Planning Systems, June 11, 1992). Some of the more significant of these projects are identified below and have been considered in the above projections. This discussion of proposed projects is not intended as a "list of projects" in the meaning of CEQA.

- 37-14 Page 9-23, Mitigation Measure 9.6. The last sentence of the first paragraph is amended to read:

If liquefiable soils are present, the report should identify measures to ~~prevent~~ *minimize the effects of* liquefaction, and grading plans should be developed that implement those recommendations.

- 37-25 Page 3-29. The last sentence of the first paragraph on the page has been changed to read:

"This EIR could serve as the environmental document for all necessary entitlements, but this must be determined by the lead agencies that issue such entitlements."

- 37-28 Page 4-6. In the last paragraph on the page, the figure reference to "Figure 4-2" has been corrected to read "Figure 4-3".

- 37-29 Page 4-4. Surrounding Land Uses. The second paragraph has been amended to delete the phrase: "and the West Branch development (approximately 600 residential units, of which 50% are multifamily units)".

The fifth paragraph identified by the header "North" has been changed to add the following sentence between the second and third sentence:

"The West Branch development (approximately 600 residential units, of which 50% are multifamily units) is located to the north of the planning area, off Crow Canyon Road and Dougherty Road."

37-41 Page 5-4, replace last paragraph with:

The northwest portion of the Shapell property is within the service area boundaries of the East Bay Municipal Utility District (EBMUD) but outside EBMUD's sphere of influence. The remainder of the project site is outside the EBMUD's service area and the LAFCO-adopted sphere of influence. The site is also outside the Dublin-San Ramon Services District (DSRSD) service area and sphere of influence. Consequentially, most of the planning area would have to be added to the EBMUD or DSRSD water Sphere of Influence and annexed to the supplying agency before service could be provided (Figure 5-3). EBMUD and DSRSD were considered in this analysis as potentially serving the planning area.

37-42 Refer to revised Figure 5-3.

37-43 Page 5-9, replace the paragraphs under "Landfills" with the following:

Of the five landfills in Contra Costa County, three are currently operating. Current countywide waste generation rates are 2,600 tons per day (tpd). The West Contra Costa Sanitary landfill has a capacity of 3-6 months, Acme Sanitary landfill is at capacity, and the recently opened Keller Canyon landfill has 40-year, 60-64 million cubic yard, capacity. The Keller Canyon capacity could be substantially extended if the U.S. Navy approves the use of neighboring lands for this purpose. The Marsh Canyon landfill would add the same volume as Keller Canyon and could be operational in mid-1993. (Nicholson pers. comm.)

In the past, the County has experienced a shortage of landfill space and has contracted with Alameda and Solano Counties for landfill space. Contra Costa County's contract with Alameda County expired on December 20, 1991. Contra Costa County's contract with Solano county expired in August 1992, after the County exceeded the contracted amount by approximately 60 tpd. (Nicholson pers. comm.)

37-44 Page 5-18, last paragraph. Insert the following second sentence:

The Windemere Property is also within the Ponderosa Cable franchise area.

37-45 Page 5-32, change the assumption beginning with "Recycled water" to read:

Recycled water will be used where feasible to irrigate public landscaping and low-flow landscaping fixtures.

37-46 Page 5-36, line 8 should read:

The Contra Costa County Community Development Department should condition the approval development ~~within the preliminary development plans~~ on successful annexation to Central San Ramon. . . .

37-47 Page 5-37. A sentence has been added to the third paragraph to state "Additionally, mitigation for implementation of Alternative North 3 would be similar if Central San or DSRSD is used." A sentence has been added in paragraph 4 to state "CEQA does not require that the impacts of a mitigation measure be explained in the same detail as those of the project."

37-48 Page 5-37. A sentence has been added to the last paragraph to state "LAFCO will have the responsibility and authority to determine the boundaries of service districts."

37-50 Page 5-40. The last paragraph of the impacts discussion has been revised to include the following statement after the word "provider": "except for the northwest corner in EBMUDs boundary". The words "Where necessary" have been added to the first sentence of Mitigation Measure 5.4.

37-51 Page 5-41, Mitigation Measure 5.7:

The County should require the maximum use of recycled water, *where feasible*, for irrigation. . . .

37-52 Page 5-42. The paragraph immediately following Mitigation Measure 5.8 has been revised to state "Implementation of Mitigation Measures 5.4-5.8 would substantially reduce this impact but not to a less-than-significant level because water services would need to be provided to an area not currently planned for service. This impact is considered significant and unavoidable."

37-53 Page 5-42. A sentence has been added to the second paragraph of the impact discussion for Offsite Water Facilities to state "CEQA does not require the environmental impacts of mitigation measures to be discussed in the same detail as those of the project."

37-54 Page 5-44, Mitigation Measure 5.10, and Table 2-1, page 3:

The County should require that all open space, median strip, and private lot landscaping consist of drought-tolerant, low-water-use plant species *where appropriate*.

37-55 Page 5-44. The last sentence of the paragraph under mitigation measure 5-10 has been revised to state "Mitigation measure 5.10 is not necessary but is recommended as an additional means of reducing demand for recycled water."

- 37-56 Page 5-44. The first sentence of the next to the last paragraph has been revised to state "Implementation of the project would require the mitigation measure of an onsite recycled water distribution system to help offset the demand for potable water within the planning area." The first sentence of the last paragraph has been revised to state "The impact of this mitigation measure is considered significant because the project would require the extension of recycled water services to an area not currently planned for such services."
- 37-58 Page 5-54, last paragraph:
- Implementation of the project would increase solid waste generation by approximately 25,000 tons per year (Table 5-9). ~~Contra Costa County estimates that its landfills have less than a year of capacity and its contract to export solid waste to Solano County will expire in August. Additional~~ However, landfill capacity is available at the recently opened Keller Canyon site. (Cutler pers.comm.)
- 37-59 Pages 5-45 and 5-46 and Table 2-1, page 5: change 25,000 to 20,000; 2,090,880 to 680,000; 3,764 to 1,224; and 20,584 to 18,044, where applicable.
- 37-63 Page 5-50. Add to the end of Mitigation Measure 5.18:
- In lieu of constructing the fire stations, developers may pay to SRVFPD the cost of construction, in an amount negotiated with the SRVFPD.
- 37-65 Refer to revised Figure 5-6.
- 37-67 Page 5-57, the first sentence under "Impact", beginning "Implementation of the project. . . .", is amended to read:
- Implementation of the project would bring in new community college students at a rate of approximately 61.1 students ~~and~~ *per* 1,000 adults, which is CCCC's countywide participation rate.
- 37-68 Page 5-57, the last paragraph is amended to read:
- Implementation of Mitigation Measures 5.23 and 5.24 would partially reduce this impact, but this impact is *still* significant and unavoidable because a new campus can not be guaranteed *at this time*.
- 37-71 Page 5-32, amend bullet six:
- The parkland dedication standards for neighborhood and community parkland presented in Table 5-3 *are from the Contra Costa General Plan, which was* in ~~an~~ error and should be revised so that the neighborhood parkland standard is 1.5 acres per 1,000 population, and the community parkland standard is 2.5 acres per 1,000 population (Epperly pers. comm.).

37-90 Page 7-11, last paragraph. The last two sentences are replaced by the following:

The plan addressed CO and ozone problems in the Bay Area. The draft plan was approved by the BAAQMD Board of Directors on October 30, 1991. On April 30, 1992, the California Air Resources Board approved the BAAQMD plan, and it became final.

37-91 Page 7-12. The following paragraph is added following the bullet items:

Most of the transportation control measures to implement these policies have not yet been adopted and will be subject to public comment and review. At present, development projects are not subject to a BAAQMD permit requirement or specific BAAQMD regulation. The Bay Area 1991 Clean Air Act Plan, Volume II, Appendix F, contains descriptions of transportation control measures. Transportation Control Measure (TCM) 16 will require improvements in air quality through local government review of development projects. The BAAQMD is scheduled to adopt a regulation under TCM 16 at the end of 1993.

When implemented by BAAQMD, TCM 16 will encourage developments that minimize dependence on motor vehicles, thereby improving air quality. It will require the mitigation of adverse air quality impacts associated with vehicles, thereby improving air quality. It will require the mitigation of adverse air quality impacts associated with vehicles traveling to and from residential developments, shopping centers, employment, and recreational centers. Many of the mitigation measures proposed in the Bay Area 1991 Clean Air Plan are incorporated into the proposed project.

37-92 Page 7-12. The primary heading "IMPACTS AND MITIGATION MEASURES ASSOCIATED WITH THE SPECIFIC PLAN" is amended to read "IMPACTS AND MITIGATION MEASURES ASSOCIATED WITH THE PROJECT".

37-95 Page 7-15. The last paragraph is amended to read:

This impact is considered significant because it would result in emissions of PM10 dust during project construction in excess of the 150 pounds per day threshold. However, this impact would occur only during construction activities.

Figure 7-3 has been revised and is included in this Errata.

37-97 Page 7-17. The second paragraph under "Impact: Generation of Construction-Related Ozone Precursor Emissions" is amended as follows:

The impact is considered significant because project construction would generate ozone precursor emissions in excess of the threshold value of 150 pounds per day ROG. However, this impact will only occur during construction activities.

37-98 Page 7-18. The first sentence in the paragraph following mitigation measures 7.7 through 7.11 is amended by replacing "less than 1 pound of NOx per day" with "less than 150 pounds of NOx per day."

37-101 Page 7-19 and Table 2-1, page 14. Mitigation Measure 7.13 is amended to read as follows:

The DVSP incorporates the transportation control measures listed below, consistent with the proposed guidance in TCM 16 of the Bay Area 1991 Clean Air Act Plan. These measures should be implemented by the project proponents or other appropriate provider.

(A) **Commute Travel.**

(1) **Vans/Carpools.** The project will provide preferential areas for carpool and vanpool pick up and parking. A community bulletin board will be available for carpool and vanpool notices.

(2) **Bus Service.** The project will provide convenient access to public transportation with bus turnouts, passenger benches, and shelters. Retail outlets will sell transit tickets, including discount transit tickets.

(3) **BART Connection.** Feeder buses to BART are planned in cooperation with local transit authorities. The nearest BART station is 1.2 miles from the project.

(4) **Employment.** The project will provide residences near major employment centers in the area. It is expected that a large number of residents will work near the project. This will allow residents to choose among a variety of methods to commute to work, obviating or minimizing the use of private motorized transport. The project has been designed to provide affordable housing to workers employed nearby.

(5) **Bike Paths.** The project includes an extensive network of bike paths linking the project to bicycle commuting routes. Bike trails will encourage biking for recreation and utility travel (commuting and shopping).

(6) **Pedestrian Walkways.** The project includes an extensive network of pedestrian pathways, both on street and off street, to encourage nonautomobile modes of transport.

(7) **Telecommuting.** The project includes a major telecommute center and other telecommuting facilities and opportunities that will allow employees to be linked to the workplace via computer, facsimile, and telephone networks.

(B) **Noncommute Travel.**

(1) **Mixed Land Use.** The project has been intentionally designed to include mixed uses within walking distance of one another to reduce the number of vehicle trips. Neighborhood services, such as food markets, post office, banks, and shops, are within walking distance of much of the project's residential development and are accessible through the network of pedestrian pathways.

(2) **Recreation.** The project will include recreation facilities, such as open space for hiking, parks, and movie theaters within walking and biking distance of residential units.

7.15 The project proponents or other appropriate providers should provide bus feeder service to BART and other transportation infrastructure.

37-102 Page 7-19. Mitigation Measure 7.15 is amended to read:

7.15: The project proponents or other appropriate providers should provide bus feeder service to BART and other transportation infrastructure.

37-104 Page 7-19. The last sentence under "Impact: Increase of Ozone Precursor Emissions" is revised to replace "above the BAAQMD NSR threshold of 1 pound per day" with "above the BAAQMD NSR threshold of 150 pounds per day."

37-107 Page 7-24. The first sentence of the last paragraph, beginning "Implementing mitigation measures" is revised to replace "above the BAAQMD NSR threshold of 1 pound-per-day" with "above the BAAQMD NSR threshold of 150 pounds per day."

37-108 Refer to revised Table 7-6.

37-109 On page 8-10, in the first line under the heading "Existing Noise Sensitive Receptors in the Planning Area", the word "three" has been changed to the word "two".

37-111 Page 8-29 is amended to include the following statement before Mitigation Measure 8.8:

One or more of the following Mitigation Measures should be implemented to reduce this impact to a less-than-significant level.

Page 8-30 is amended by inserting the following Mitigation Measures:

- 8.9A To reduce noise to acceptable levels, the project proponents should fund improvements to the roadway surface to reduce tire noise.

When a roadway surface is in disrepair, irregularities in the roadway surface can result in increased tire noise from the interaction between the tire and the roadway surface. The project proponent should fund improvements to the roadway, including resurfacing the road to reduce tire noise.

- 8.9B. To reduce noise to acceptable levels, the County should reduce the posted speed limit.

Traffic noise is directly related to the speed of traffic. Reducing the speed of traffic will reduce the traffic noise generated. The County should reduce the posted speed to reduce noise where the speed reduction will not substantially increase congestion and where the reduced speed can be reasonably enforced.

The fifth paragraph on page 8-30 is amended to read:

Implementation of one or more of the above Mitigation Measures would reduce this impact to a less-than-significant level.

Page 8-32 is amended by inserting Mitigation Measures 8.9A and 8.9B at the top of the page.

The first sentence on page 8-32 is amended to read:

Implementation of Mitigation Measures 8.10 or 8.11, 8.12, 8.9A, and 8.9B would reduce this impact to a less-than-significant level.

- 37-113 The last sentence of the first paragraph on page 8-33 is amended to read:

It is not considered feasible for the County to implement Mitigation Measures similar to those described for direct impacts to reduce all offsite cumulative impacts because the impacts are the cumulative result of development in and out of the County's jurisdiction.

- 37-117 Page 9-25. The following sentence is added to the last paragraph:

Leaving these slopes undisturbed could create landslide hazards in the flatter areas below.

37-119 Figure 10-4 (preceeding page 10-5). The location of detention basin #4 has been moved north, as indicated in Exhibit B of comment 37-119.

37-121 Page 10-16. The EIR has been revised to state that the hazardous substance control and emergency response program will be approved by the Department of Public Works with the final tentative map, not at the preliminary plan approval.

37-122 Page 11-11. The definition of special-status species in the last paragraph and before the first bullet, is revised as follows:

Special-status species are plants and animals legally protected under the state and federal Endangered Species Acts or other regulations, species that are considered sufficiently rare by the scientific community to qualify for such listing, and species that are of concern to state or federal resource agencies (e.g., DFG, USFWS, U.S. Bureau of Land Management, and U.S Forest Service). Special-status species are species in the following categories:

37-123 Page 11-35. The first sentence in the fourth bullet is amended to read as follows:

Impacts on areas considered wetlands (defined by DFG) or potential jurisdictional wetlands and other waters of the United States are considered significant if these areas perform important ecological functions and provide important habitat for dependent plant and wildlife species, such as California red-legged frog, western pond turtle, and tri-colored blackbird, or if they interfere with wildlife movement corridors (State CEQA Guidelines).

37-125 Page 11-36. The fourth bullet is amended to read as follows:

Special-Status Wildlife Species: Impacts on special-status wildlife species are considered significant if elimination or degradation of the population would adversely affect the species (CEQA guidelines), elimination or degradation of their habitat could threatened their existence, or adversely affect occupied habitat of state or federally threatened or endangered wildlife species.

37-136 Page 11-44. The last line of the first paragraph is amended to read as follows:

Coyote Creek and its tributaries could be filled or partially filled, causing local loss of wetland habitats.

37-138 Page 11-47. The second sentence of the second sub-bullet of mitigation measure 11.8 is amended to read as follows:

A mitigation plan will be submitted by the project proponents to the Community Development Department before a final development plan is submitted.

37-139 Page 11-47. The paragraph following discussion of Mitigation Measure 11.8 is modified to read as follows:

Implementing Mitigation Measures 11.3a, c, d, e, f, and g; 11.4; or 11.8 would reduce this impact to a less-than-significant level because alkali meadow habitat would be protected, or the loss would be compensated for by the project proponents.

37-141 Page 11-51. The last mitigation measure header and last bullet at the bottom of the page are deleted.

37-142 Page 11-52. The last sentence of the second paragraph of Mitigation Measure 11.11 is amended to read as follows:

The project proponents would conduct burrowing owl surveys prior to approval of a grading permit affecting any grassland or alkali habitats.

37-153 Page 15-21 and Table 2-1. Delete Mitigation Measure 15.19 and change 15.19 to 15.18 in the last paragraph.

37-157 Page 17-1. "Significant and Unavoidable Effects". The reference to "Chapter 3, Project Description" has been corrected to read Chapter 2, "Summary".

37-160 Page 17-5. East Dublin. The spelling of the word "Alameda" has been corrected.

37-162 Page 18-1. Chapter 18: The following footnote is added to the bottom of each page to clarify reference format:

"Note: _____. indicates the citation has the same author as the immediately prior entry."

39-13 Pages 11-39 and 11-40. Mitigation Measure 11.2 is amended to read as follows:

The County should reduce habitat fragmentation, compensate for the loss of grassland habitat, and maintain a large tract of foraging and habitat by protecting from development, the properties adjacent to and east of the planning area (west of the homes along Tassajara Road). This conservation area should be managed similarly to the open space area in the planning area, except that public recreation (e.g., hiking paths, bike ways, and recreation facilities) should be prohibited from the conservation area. Developers in the area should provide an endowment for long-term management of this conservation area. The conservation area would ensure that future habitat fragmentation would not occur along the eastern side of the planning area and that adequate wildlife corridors would remain along the east side of the planning area, thus maintaining a large contiguous area of foraging habitat for wildlife.

39-18 Page 11-58, Mitigation Measure 11.25 is amended to read:

The project proponents should revegetate all cut-and-fill slopes with a seed mix composed of annual grass and forbs typical for that region of Contra Costa County.

The revegetation mix should be determined based on site-specific conditions, including the type of plant community disturbed and should include native and naturalized species found onsite.

- 39-19 Page 5-44, Mitigation Measure 5.10 and Table 2-1, page 4, are amended to read:

The County should require that all open space and median strip landscaping consist of drought-tolerant, *non-invasive*, low-water-use plant species. The Contra Costa Community Development Department would be responsible for monitoring the success of this mitigation measure.

- 39-23 Page 17-6, The first paragraph under Public Services and Utilities is amended to read:

The project would have cumulative effects on area public service providers' ability to maintain service levels as one of the projects that contribute to the projected cumulative growth in the Tri-Valley region. *The County advocates coordinated planning between proposed projects to reduce the intensity of increased demand for public services and utilities infrastructure.* The projects's significant cumulative public services and utilities impacts are associated with its contribution of direct impacts for the following services:

- 40-15 Page 7-15. First bullet item under Key Assumptions is amended to read:

"Emissions exceeding BAAQMD's threshold of 550 pounds per day of CO or 150 pounds per day of PM₁₀, NO_x, or ROG were considered a significant air quality impact".

- 46-10 Page 11-42, Mitigation Measure 11.3(d) is amended to read as follows:

Avoid construction activities near valley oak habitats during the breeding season (March 15-July 15) to minimize disturbance of breeding wildlife. In general, construction activities within valley oak and other riparian habitats, along with a 150-foot buffer zone, should be prohibited during the breeding season (March 15-July 15). Ground-disturbing activities should be prohibited or severely restricted at all other times (July 16-March 14).

- 47-6 Page 11-27. Line six of the first paragraph is amended to read as follows:

Surveys for the salamander were conducted in June and July 1989 and May 1991 at the Shapell property (LSA Associates 1991). Although the planning area is potential habitat for the tiger salamander, the field studies indicate that the salamanders do not occur in the planning area (LSA 1990, 1991; Sproul pers. comm.).

- 47-7 Page 11-31. The second complete paragraph is amended to read as follows:

One sighting of San Joaquin kit fox was observed August 7, 1989, in the planning area approximately 2 miles south of Tassajara Road along the east side of Dougherty Valley Road (Sproul pers. comm.). Another kit fox was observed approximately 5 miles to the east of the planning area (0.75 mile west of Collier Road [Natural Diversity Data Base 1991]).

- 47-12 Page 11-45. Mitigation Measure 11.7 is amended to read as follows:

The project proponents would fence all freshwater marsh habitats and mitigation areas in designated open space areas to restrict human and domestic animal (cattle or sheep) access. Fencing would consist of materials that would allow movement of wildlife (i.e., 3-inch mesh fencing) and should be placed a significant distance from the edge of the wetland to protect the resource area. Fencing would be completed before a grading permit is issued. The Community Development Department would determine appropriate buffer distances and ensure that fencing is completed before grading begins.

- 47-13 Page 11-55. Mitigation Measure 11.14 is amended to read as follows:

The project proponents and the open space managers would prohibit the use of rodenticides in open space areas. If ground squirrels or other rodent pests reach pest proportions, the open space managers would consult with USFWS to determine appropriate control measures that would not affect San Joaquin kit foxes.

- 49-2 Page 5-58, Mitigation Measure 5.25. The following sentence is added to the Mitigation Measure after the third sentence beginning "This could include identifying capacity. . . .":

Construction of childcare facilities should coincide with the planning and construction of new elementary schools.

- 49-3 Page 5-58. The following Mitigation Measure is added to the text:
5.26b. The Contra Costa County Community Development Department should require the project proponents to establish an acceptable funding mechanism and plan for providing temporary modular buildings capable of housing between 70 and 80 children at any one time at any of site elementary schools impacted by students generated by development from Dougherty Valley if necessary due to delays in opening of site schools. The planning of childcare facilities will also be incorporated into such planning and funding mechanisms.

Page 5-58. Mitigation Measure 5.26 is amended to be Mitigation Measure 5.26a. The last paragraph beginning "Implementation of mitigation. . . ." is amended to read:

Implementation of Mitigation Measures 5.25, 5.26a, and 5.26b would reduce this impact to a less-than-significant level because adequate childcare facilities would be provided to serve the planning area to meet County performance standards.

49-5 Page 5-16, the second paragraph under Childcare is amended to read:

Specialized before- and after-school childcare services in the San Ramon Valley for grades K-6 are offered by *the San Ramon Valley School Age Child Care Alliance, also known as Kid's Country*. Kid's Country facilities operate ~~year-round~~ at ~~seven~~ *nine* of SRVUSD's 14 elementary schools and have capacities ranging from 30 to 65 students.

49-6 Page 5-17. The following paragraph is added under Childcare Facilities Standards:

In regular school buildings or buildings that can be designated as such, the California Department of Social Services does not require 35 square feet of indoor space per child. These buildings have to be inspected and certified by the Office of the State Architect and licensed based on the Fire Marshall's assessment of the building capacity, in line with normal school capacity. (Harrison pers. comm.)

49-8 Page 5-58, first paragraph is amended to read as follows:

Implementation of the project would create a need for childcare facilities. Facilities for children attending grades K-6 would be planned by the SRVUSD and operated by Kid's Country *or another qualified childcare provider*. Facilities for preschool-aged and middle-school-aged children would also be needed *but are outside the scope of Kid's Country operations*.

49-9 See Errata 49-8.

50-1 Pages 11-50 and 11-51. Mitigation Measure 11.10 is revised to read as follows:

11.10: The project proponents should implement the following mitigation measures to minimize golf course runoff into the creek:

- maintain a 50-foot buffer on each side of Coyote Creek through the length of the golf course;
- prohibit grading or irrigation in the buffer;
- include native plants in the plantings;
- control stormwater and irrigation runoff onsite by planting dense turfgrass or hydroseeding grassy slopes;
- develop retention basins in Coyote Creek to retain runoff;

- grade slopes to direct runoff toward swales and away from the creek;
- construct a small berm between Coyote Creek buffer and maintained turfgrass to prevent excess from entering the creek, if necessary;
- direct runoff with grassy swales into rough areas; and
- construct subsurface drains to collect excess water and direct it toward grassy swales.

The project proponents should submit a golf course design plan before approval of the final development plan. The Community Development Department would ensure that the design of the golf course and drainage systems minimizes flow into the creek.

These mitigation measures would reduce this impact to a less-than-significant level because pollutant runoff would be minimized and would not adversely affect aquatic wildlife.

62-1 Page 5-1, second paragraph: The word "County" is deleted from the first sentence to read "the Central Contra Costa Sanitary District (Central San). . . ."

Citations

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PERSONAL COMMUNICATIONS

- Carrington, Dennis. Senior planner. City of Dublin Community Development Department, Dublin, CA. August 24, 1992 - telephone conversation.
- Doser, Joseph. Senior environmental health specialist. Contra Costa County Health Services Department, Martinez, CA. September 3, 1992 - telephone conversation and facsimile of article regarding health services.
- Gregory, Dave. Energy analyst. Pacific Gas and Electric, East Bay Region, Oakland, CA. September 2, 1992 - telephone conversation.

Juncosa, Adrian. Botanist. EIP Associates, Sacramento, CA. October 12, 1992 - telephone conversation.

Mills, Dean. Assistant planner. City of San Ramon Community Development Department, San Ramon, CA. October 15, 1992 - telephone conversation.

O'Connor, James. Associate superintendent, administrative services. San Ramon Valley Unified School District, San Ramon, CA. September 4 and 17, 1992 - telephone conversations; September 18, 1992 - letter regarding Dougherty Valley EIR by Gibbs and Associates to Mr. Cutler.

Probert, Richard. Assistant chief of operations. San Ramon Valley Fire Protection District, San Ramon, CA. October 2, 9, and 14, 1992 - telephone conversations; October 15, 1992 - facsimile regarding proposed changes to mitigation.

Sproul, Malcolm, J. Principal. LSA, Pt. Richmond, CA. October 26, 1992 - meeting.

Energy Conservation

The key issues addressed in this section are the energy demands associated with the proposed Dougherty Valley Specific Plan during construction and operation phases of the project.

SETTING

Background

Title 24 of the California Administrative Code includes the Energy Efficiency Standards (Energy Standards) for all new construction in California. The standards set forth minimum levels of energy efficiency depending on the climate zone and use of structure (i.e., residential and nonresidential). There are many standard and common design features that can be used to further reduce energy consumption in a home. Many of these features are promoted by local utilities, including PG&E, which offer homeowners economic incentives for use of the energy-saving features; homeowners also benefit financially by lower utility bills. In addition, the lower interest rates for energy-efficient homes may soon be available through a statewide Energy Efficiency Mortgage program.

Energy-conserving land use and structural designs are also supported by the County General Plan, which includes the following:

The County shall include provisions for solar access within design review of projects (Renewable Energy Resources, Implementation Measure 8-bt).

Supply of Gas and Electric Energy Services

No impact was identified with regard to availability of gas or electric service to the planning area. Both PG&E and the Contra Costa County Community Development Department have indicated that service infrastructure will be extended to serve the planning area (see Chapter 5, "Public Services and Utilities").

IMPACTS AND MITIGATION MEASURES ASSOCIATED WITH THE SPECIFIC PLAN

Methodology

The impact analysis prepared for this section was based on residential energy use and conservation guides published by the California Energy Commission (CEC), Sacramento Municipal Utilities District (SMUD), Pacific Gas and Electric Company (PG&E), and consultation with the Director of Technical Services for the California Building Codes Institute (CBCI).

This section was written with reference to Appendix F of the State CEQA Guidelines, which states that the goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- decreasing overall per capita energy consumption,
- decreasing reliance on natural gas and oil, and
- increasing reliance on renewable energy sources.

This analysis has focused on energy demands of the project, with particular emphasis on identifying inefficient, wasteful, and unnecessary consumption of energy.

Significance Criteria

This section uses the following criteria from Appendices F and G of the State CEQA Guidelines for determining the level of significance of an environmental impact:

- the degree to which the project would create a substantial demand for energy use and the degree to which the project would comply with current energy use standards and practices;
- the project's projected transportation energy use requirements and its overall use of efficient transportation alternatives; and
- activities that result in the inefficient, wasteful, or unnecessary use of large amounts of energy.

Key Assumptions

- Space heating, clothes dryers, and range/ovens will be gas powered; all other utilities will be electrical.

- The average-size home will be 1,750 square feet, the size used by the CEC as a state average.

Project-Related Impacts

Impact: Construction-Related Energy Demands for Grading, Building Roads, Other Infrastructure, and Buildings

Buildout of the planning area is expected to occur progressively over a period of at least 18 years. Energy will be consumed to grade the development areas and construct the infrastructure and buildings authorized under the Specific Plan. These activities would be conducted in compliance with current standards and practices in use for projects of this type. This project is not expected to unnecessarily consume large amounts of energy in an inefficient or wasteful manner.

This impact is considered less than significant because construction is expected to occur in compliance with current standards and practices and would not unnecessarily consume large amounts of energy in an inefficient or wasteful manner.

Mitigation Measures

No mitigation is required because this impact is considered less than significant.

Impact: Operations-Related Energy Demands

Based on average appliance energy consumption documented in The Home Energy Manual (California Energy Commission 1992), the average monthly residential electrical usage is 633 kilowatt hours (Kwh) and 51 therms per month. Based on the ultimate development of 11,000 units in the planning area, residences within the planning area would be consuming a total of 6,963,000 Kwh and 561,000 therms per month at full buildout.

This impact is considered significant because this is a substantial demand for energy in the operational stage of the project. The project's design features to reduce the need for internal vehicle trips (see Specific Plan pages 6-4 to 6-7) and its approximate location to significant employment centers are expected to substantially reduce potential transportation-related energy use. In addition, the project would not preclude the future development of a light rail system to serve the project, potentially further reducing transportation-related energy use.

Residential construction would be required to comply with existing Title 24 design standards, the Subdivision Map Act, and energy conservation-related policies contained in Chapter 6 of the County's General Plan building codes, thereby complying with current energy use standards and practices. To ensure further reduction in operational energy

demand over the life of the project to less-than-significant levels, the following additional mitigation measures are recommended.

Mitigation Measures

- 17.1 Protect solar access. Each tentative map for residential developments over 10 units should incorporate design features to protect solar access. Heating and cooling needs comprise 30% of residential energy usage (California Energy Commission 1992); this is 168,300 therms per month for the 11,000 residential units proposed in the planning area. By protecting solar access and using orientation and vegetation to reduce the heating and cooling requirements of the structure, this energy usage would be substantially reduced.

Tentative maps should include the following elements:

- Building envelopes orientation and height limitations to avoid excessive winter shading.
 - Provisions to control landscaping, including the location and type of vegetation existing or to be provided on the lots. No evergreen trees shall be located within shading distance of the south side of the residence to allow solar gain in winter months. Deciduous trees shall be planted as needed to provide shading within 5 years of east-, west-, and south-facing glazing.
 - Subdivision design to maximize the number of residential streets that are oriented east-west to orient lots in a north-south direction to permit enhanced solar orientation for individual residences.
- 17.2 Include passive solar design. Forty percent of project residential units should be designed as passive solar, as defined by the Prescriptive Package A of the California Administration Code. Although vegetation and building orientation will provide natural reduction in heating and cooling needs, further use of design and equipment selection can further reduce the energy demands of a home. This requirement should not affect the architectural style of the home; these standards can be applied to many styles and structure types. Although the lower energy demand would benefit all homeowners, it would be particularly beneficial in the very low- to moderate-income households proposed for inclusion in the project area. A passive solar home is described as one that employs a passive solar strategy requiring a significant amount of south glass, a small amount of nonsouth glass, and a large area of exposed thermal mass (California Energy Commission 1992b). Package A includes criteria for each of the following elements:
 - insulation levels;
 - maximum square footage of fenestration (glazing products) based on total floor area;

- maximum nonsouth-facing wall square footage of fenestration based on total floor area;
- minimum south-facing wall square footage of fenestration based on total floor area;
- maximum window shading coefficient (amount of sunlight allowed through a window); and
- minimum square feet of thermal mass, depending on size of home and material used to comprise mass.

Compliance with Package A should be demonstrated during regular Title 24 compliance procedures before issuance of a building permit by the County.

- 17.3 Include fluorescent fixtures. In addition to the requirements for fluorescent lighting in kitchens and bath as prescribed by the Energy Standards, all fixed lighting in new homes in the planning area shall accept fluorescent bulbs. This use would not be included in the Title 24 compliance package for the home; it would be included as an additional conservation measure. All homes should initially be outfitted with fluorescent bulbs with incandescent-like color rendition. This shall be a condition of final map approval and verified before issuance of the occupancy permit.

Incandescent bulbs are typically used in all rooms of a home except for the bath and kitchen, but they give off less than half of the light for each watt consumed than a fluorescent bulb. Each watt used in a fluorescent bulb produces at least 2.6 times the amount of light a watt produces in an incandescent bulb. The use of fluorescent bulbs is approximately 60% more efficient.

- 17.4 Include solar hot water heaters. Fifty percent of the homes should be provided with solar hot water heating. Inclusion of solar hot water heaters shall be demonstrated before issuance of a building permit. This would not be part of Title 24 compliance but rather an additional conservation feature. Hot water heating comprises 26% of a home's energy usage. In addition, all pools built in the planning area should be heated using solar heaters.
- 17.5 Protect rights to dry clothes outdoors. No development within the planning area should disallow clothes drying outdoors. This should be noted as a condition of all tentative and final map approval. However, aesthetic features that do not negate effective use of solar drying shall be allowed. Four percent of residential energy usage goes to clothes drying, which can be avoided during much of the year through outdoors clothes drying.
- 17.6 Provide all new homeowners with a copy of Home Energy Manual (California Energy Commission 1992a), as currently required by the Energy Standards. The manual provides useful information to homeowners on a wide

variety of energy-conserving features, designs, appliances, and practices. This pamphlet should be provided in the home as any other home/appliance warranty documentation. Compliance should be verified by the County before issuance of an occupancy permit.

Implementation of Mitigation Measures 17.1-17.3 would reduce this impact to a less-than-significant level because, in combination with project design features described in the Specific Plan and compliance with current standards and practices, energy demand would be substantially reduced over the life of the development.

Chapter 6. Circulation

INTRODUCTION

This chapter is based on a traffic analysis prepared by TJKM Transportation Consultants (TJKM). The traffic study in its entirety is contained in Appendix D-1. The technical appendices supporting the traffic study immediately follow Appendix D-1 and are arranged as follows:

- Appendix D-2. Level of Service Definitions,
- Appendix D-3. Existing Intersection Conditions,
- Appendix D-4. Traffic Model Development and Validation,
- Appendix D-5. Planned Highway Improvements,
- Appendix D-6. Year 2000 Level of Service Calculations,
- Appendix D-7. Year 2010 Level of Service Calculations,
- Appendix D-8. Cumulative Level of Service Calculations, and
- Appendix D-9. Mitigated Level of Service Calculations.

SETTING

The transportation and circulation analysis in the DVSP focuses on regional access to the Dougherty Valley planning area and internal circulation within Dougherty Valley. This setting section describes the existing critical roads, highways, and intersections in the study area (Figure 6-1); current traffic volumes and system performance level; and existing transit systems.

Regional Roadway Network

Dougherty Valley is located approximately 2 miles from the regional freeway system. Although access to and from Dougherty Valley will rely on arterial routes for local and regional travel, the overall level of service (LOS) of this local street system will be determined where the arterial routes connect to the freeway system at interchanges within the planning area.

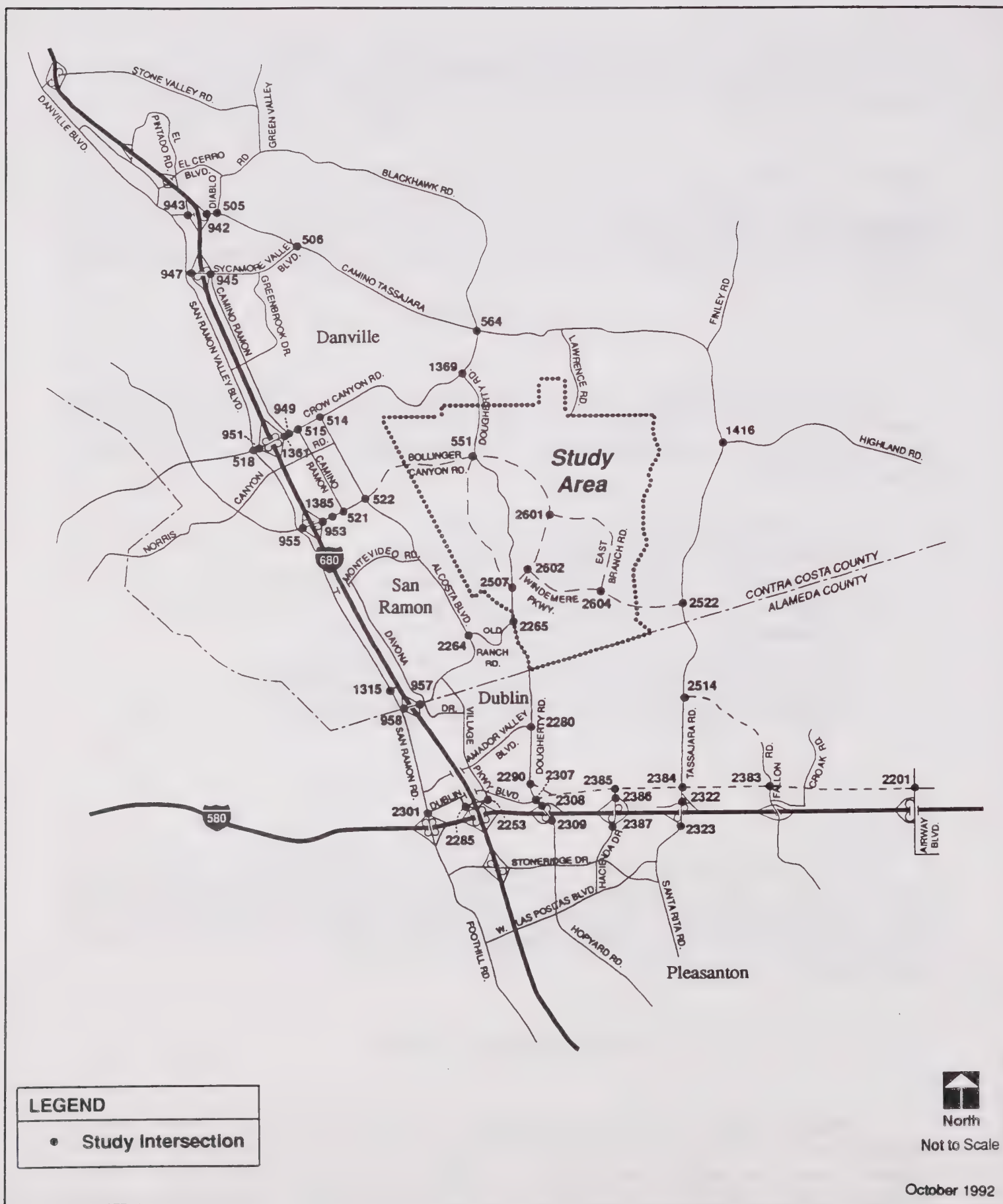


Figure 6-1. Critical Roadway Segments and Intersections

Source: TJKM 1992

Recent traffic counts on planning area freeways and streets are shown on Figures 6-2 and 6-3. Peak-hour traffic counts taken by TJKM on November 14, 1990, were factored to estimate daily volumes assuming 10% of the daily volumes occurred in the peak hours. The resulting daily volume was 12,830 vehicles, which was rounded up to 13,000 as shown in Figure 6-2. A 2-day count during the same week on Camino Tassajara east of Sycamore Valley Road showed an average of 18,000 daily trips as noted in the comment. Comparing the hourly volumes between these two counts, it appears that the peak-hour observations were undercounted. Figure 6-2 and referencing text are revised to indicate 18,000 vpd at this location.

The freeway system will provide primary regional traffic access to Dougherty Valley. The two area freeways are I-580 and I-680 and are described below.

Interstate 580

I-580 is an eight-lane freeway running east-west about 2 miles south of Dougherty Valley. To the east, I-580 provides access to eastern Alameda County, including Dublin, Pleasanton, Livermore, and serves San Joaquin County further east. To the west, I-580 serves the Hayward, San Leandro, and East Bay areas.

Housing and employment growth in the Tri-Valley region during the 1980s has changed freeway conditions from relatively free-flow operation to somewhat congested operation during peak periods. Particularly on I-580, the rapid housing growth in the San Joaquin Valley has caused traffic to the Tri-Valley region, Santa Clara County, and East Bay areas to increase by 61% between 1984 and 1990 (Appendix D-1). Existing peak-period congestion on I-580 occurs mostly for eastbound travel in the afternoon at Hopyard Road and Santa Rita Road because of heavy merging volumes.

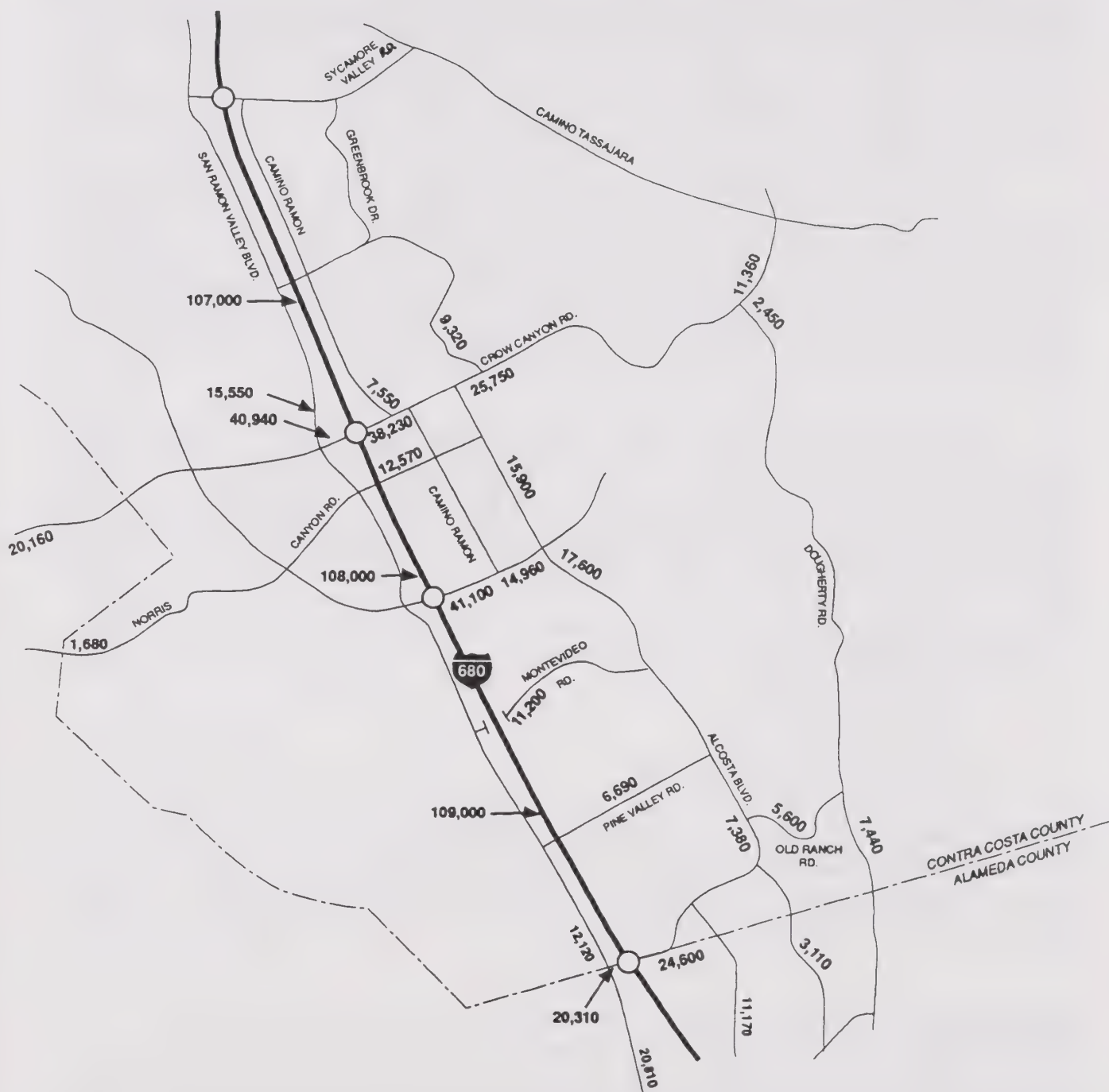
Recent improvements to I-580 have helped to better serve the growing traffic volumes in this corridor. Interchange improvements at Hopyard Road, Santa Rita Road, Dougherty Road, Tassajara Road, and I-680 and construction of a new interchange at Hacienda Drive have substantially improved the LOS in the regional area. As part of these projects, auxiliary lanes were also constructed, which added capacity to the existing segments.

Interstate 680

I-680 is a six-lane freeway running north-south about 2 miles west of Dougherty Valley. To the north, I-680 provides access to central Contra Costa County and Solano County and serves Dublin, Pleasanton, Fremont, and Santa Clara County to the south.

The key bottleneck for freeway travel in the Tri-Valley region historically has been the interchange between I-580 and I-680. I-680 also becomes congested within Danville and north of Livorna Road through the State Route 24 interchange in Walnut Creek.

Source: TJKM 1992



North
Not to Scale

October 1992

Figure 6-3. Existing Dougherty Valley Planning Area Traffic Volumes

Source: TJKM 1992

Traffic volumes on I-680 north of Alcosta Boulevard increased by 56% from 70,000 daily vehicles in 1984 to 109,000 daily vehicles in 1990. Similar growth has occurred on other sections of I-680 within the planning area.

Local Roadway Network

Dougherty Valley residents will rely on local arterial roads to travel to and from the regional freeways and other developed areas. Several freeway interchanges of the local roadway network provide access to the Tri-Valley region and include the Diablo Road and Sycamore Valley Road interchanges on I-680 in Danville; the Crow Canyon Road, Bollinger Canyon Road, and Alcosta Boulevard interchanges on I-680 in San Ramon; and the Dougherty Road, Hacienda Drive, and Tassajara Road interchanges on I-580. Existing traffic volumes for the local roadway network are shown on Figure 6-3.

The most important access routes will be Bollinger Canyon Road for destinations to the west and north and Dougherty Road and Tassajara Road for destinations to the south and east. The relative importance of other access routes will vary depending on regional conditions and the orientation of local circulation within Dougherty Valley. The following local roadways are analyzed:

- Dougherty Road,
- Tassajara Road,
- Alcosta Boulevard,
- Bollinger Canyon Road,
- Crow Canyon Road,
- San Ramon Valley Boulevard,
- Old Ranch Road,
- Camino Ramon,
- Camino Tassajara,
- Sycamore Valley Road, and
- Dublin Boulevard.

Dougherty Road

Dougherty Road is a north-south road that extends from I-580 in Dublin to Crow Canyon Road in San Ramon. It is currently the only road through Dougherty Valley, carrying over 7,440 vehicles per day south of Old Ranch Road. In the vicinity of Dougherty Valley, Dougherty Road is a two-lane road in poor condition between Old Ranch Road and the recently widened section just south of Crow Canyon Road. Dougherty Road provides the most direct access between Dougherty Valley and I-580, Hacienda Business Park, and the City of Pleasanton. Dougherty Road is one of two freeway accesses from I-580 to the commercial areas along Dublin Boulevard, and it has corresponding high traffic volumes on the section near Dublin Boulevard and I-580 (40,800 vehicles per day).

Dougherty Road is generally planned to be widened to a six-lane facility. The Contra Costa County General Plan shows that Dougherty Road is designated as an expressway facility. The San Ramon General Plan indicates that Dougherty Road would be rebuilt as a four-lane facility, with ROW reserved for potential widening to six lanes. It is currently being widened to four lanes south of Old Ranch Road. The Dublin General Plan indicates that Dougherty Road is planned for six lanes. South of Old Ranch Road in Dublin, Dougherty Road has been widened to four lanes. Further widening to six lanes will require negotiations with the federal government to secure ROW in the Camp Parks area.

Dougherty Road changes names to Hopyard Road south of I-580 in Pleasanton, which is a six-lane arterial road that carries about 31,000 vehicles per day. Alternative freeway access from Hopyard Road is available to I-680 via Stoneridge Drive.

Tassajara Road

Tassajara Road is the continuation of Camino Tassajara on the north and east sides of Dougherty Valley. It connects with I-580 and continues as Santa Rita Road in Pleasanton south of I-580. Tassajara Road is currently a two-lane rural road over most of its length. Within the Alameda County portion of Tassajara Road, current planning by the City of Dublin for the East Dublin Specific Plan provides for a direct connection between Tassajara Road and an extension of Fallon Road south of the Alameda County line. Both Tassajara Road and the Fallon Road extension will provide four lanes north of Dublin Boulevard.

Alcosta Boulevard

Alcosta Boulevard is a four-lane arterial road from Crow Canyon Road to San Ramon Valley Boulevard in the southern portion of San Ramon. This roadway serves as a collector route for residential areas east of I-680 in San Ramon, providing a direct connection with I-680 north of the I-580/I-680 interchange. Currently, Alcosta Boulevard carries nearly 8,000 vehicles per day near Old Ranch Road with over 24,000 vehicles near the I-680 interchange.

Traffic is expected to increase at the Alcosta Boulevard/I-680 interchange in the future, as it serves future development in the southern San Ramon and Westside areas. The City of San Ramon has initiated a project study report in cooperation with the California Department of Transportation (Caltrans) to identify possible improvements to the Alcosta Boulevard interchange.

Bollinger Canyon Road

Bollinger Canyon Road is an arterial road that extends from the northwest corner of San Ramon to its eastern terminus in the Canyon Lakes area near the western edge of Dougherty Valley. It provides direct freeway access for the southern portions of Bishop Ranch and Canyon Lakes. The San Ramon General Plan indicates that Bollinger Canyon

Road will be extended as a four- or six-lane arterial to connect with Dougherty Road. When extended, Bollinger Canyon Road will provide the most direct access between Dougherty Valley and I-680 and Bishop Ranch. Because Bollinger Canyon Road is also a primary freeway access route for Bishop Ranch, over 41,000 vehicles per day use this road east of the I-680 freeway interchange.

Bollinger Canyon Road is currently designed to accommodate six through lanes plus turn lanes west of Alcosta Boulevard, increasing to eight through lanes near the I-680 freeway interchange. Bollinger Canyon Road has four lanes west of Alcosta Boulevard to Canyon Lakes Drive. There are several physical constraints to widening Bollinger Canyon Road beyond the current four lanes east of Alcosta Boulevard. These constraints include a large fountain on the southeast corner of Alcosta Boulevard and Bollinger Canyon Road, an overpass for golf carts that crosses Bollinger Canyon Road 1,800 feet east of Alcosta Boulevard, extensive landscaping along the roadway, and structures at the intersection with Canyon Lakes Drive. In addition, the existing 8% grade of Bollinger Canyon Road would present a constraint to road widening or engineering this route for a possible light rail system as discussed in the DVSP.

Crow Canyon Road

Crow Canyon Road is a major east-west arterial running from I-580 in Castro Valley to Camino Tassajara in Danville. It provides a direct route to I-680, as does Bollinger Canyon Road, and serves as the primary route to the commercial areas near the I-680/Crow Canyon Road interchange.

Crow Canyon Road carries high traffic volumes (up to approximately 40,000 daily vehicles) due to its direct connection with I-680 and access roads to Danville. Improvements at the Crow Canyon Road interchange were completed in 1990. The improvements have consolidated the freeway off-ramps and increased the capacity of this interchange.

San Ramon Valley Boulevard

San Ramon Valley Boulevard is a two- to four-lane road that runs north-south parallel to I-680 from Sycamore Valley Road in Danville to Alcosta Boulevard in San Ramon at the Contra Costa County/Alameda County line. South of Alcosta Boulevard, San Ramon Valley Boulevard becomes San Ramon Road; north of Sycamore Valley Road, it becomes Danville Boulevard. San Ramon Valley Boulevard serves the areas on the west side of I-680 and provides an alternate route to I-680. It also provides direct access to I-580 in Dublin. North of Crow Canyon Road, this roadway carries over 15,000 vehicles per day.

Old Ranch Road

Old Ranch Road is a two-lane, east-west road that connects Dougherty Road and Alcosta Boulevard. This roadway primarily serves residential areas in San Ramon with its connection to I-680 via Alcosta Boulevard and would provide the most direct connection to I-680 for the southern portions of Dougherty Valley.

Camino Ramon

Camino Ramon is a two- to four-lane, north-south collector roadway running between Bollinger Canyon Road and Fostoria Way in San Ramon. North of Fostoria Way, Camino Ramon aligns with Crow Canyon Place extending to Sycamore Valley Road in Danville. This roadway serves the businesses in the Bishop Ranch Park area in San Ramon and distributes the traffic onto Bollinger Canyon Road and Crow Canyon Road. North of Fostoria Way, Camino Ramon serves as a local roadway for residential areas in Danville.

Camino Tassajara

Camino Tassajara is an arterial extending from Diablo Road to Crow Canyon Road in Danville and continuing east through the Tassajara Valley. South of the County line, Camino Tassajara becomes Tassajara Road. Camino Tassajara provides connections to I-680 via Sycamore Valley Road and Diablo Road. Travel between Dougherty Valley and the Danville/Alamo area will most likely be from Dougherty Road and Crow Canyon Road to Camino Tassajara.

Camino Tassajara currently has four lanes over most of its length between Sycamore Valley Road and Lawrence Road and two lanes through the Tassajara Valley. The highest volumes on Camino Tassajara are east of Sycamore Valley Road, where it carries over 18,000 vehicles per day.

Travel between Dougherty Valley and the Danville/Alamo area will be most likely to use Dougherty Road and Crow Canyon Road to Camino Tassajara. Improvements at the Sycamore Valley Road interchange were completed in 1988. The improvements included widening the overpass from two to four lanes and constructing a sound wall.

Sycamore Valley Road

Sycamore Valley Road is a four-lane east-west arterial extending from Camino Tassajara to San Ramon Valley Boulevard in Danville. This roadway provides direct access to I-680 for residential areas along Camino Tassajara and San Ramon Valley Boulevard.

Dublin Boulevard

Dublin Boulevard is a major east-west arterial in Dublin running from San Ramon Road to Dougherty Road. Scarlett Court is a two-lane extension of Dublin Boulevard to the east of Dougherty Road serving local businesses up to the Southern Pacific Railroad ROW. Dublin Boulevard serves as the most direct access road to I-580 and I-680 for businesses located along this arterial. Access to I-580 is provided from Dublin Boulevard via San Ramon Road and Dougherty Road. Dublin Boulevard is planned to be extended easterly to serve the East Dublin Specific Plan area, with connections to Hacienda Drive and Tassajara Road.

Critical Intersections

Thirty-two signalized intersections and three unsignalized intersections were identified as critical to the project. The signalized intersections are listed in Table 6-1. The three unsignalized intersections analyzed in the traffic study include Camino Tassajara/Highland Road, Alcosta Boulevard/Old Ranch Road, and Dougherty Road/Old Ranch Road (Table 6-2). The LOS for the signalized and unsignalized intersections are listed in Tables 6-1 and 6-2, respectively, and are shown in Figure 6-1.

Intersection Conditions

Intersection performance during peak hours is described by the LOS, which is used as a measure of an intersection's ability to accommodate conflicting traffic flows. For a given intersection, LOS ranges from A (excellent) to F (heavily congested). LOS definitions for signalized and unsignalized intersections are provided in Appendix D-2. The existing LOS at the critical intersections was determined for the current (1991) peak-hour volumes, traffic capacity, and traffic control. The maximum number of critical movements assumed for LOS E conditions (for a two-phase signal) is 1,800 vehicles per hour. The LOS calculations for signalized intersections are based on the procedures described in Contra Costa Transportation Authority (CCTA) Technical Procedures for Level of Service Analysis.

Almost all signalized intersections in the study area operate at LOS C or better during the a.m. peak hour (Table 6-1). The intersection of Santa Rita Road and I-580 eastbound offramp operates at LOS E in the a.m. peak hour. During the p.m. peak hour, most intersections in the study area operate at LOS C or better. However, the following intersections operate at LOS D in the p.m. peak hour:

- Camino Tassajara and Diablo Road,
- Sunset Boulevard and Bollinger Canyon Road,
- San Ramon Road and Dublin Boulevard,
- Dougherty Road and Dublin Boulevard, and
- Santa Rita Road and I-580 eastbound offramp.

Table 6-1. Existing Intersection Conditions at Signalized Locations

Intersection Node Number*	North-South Street	East-West Street	A.M. Peak Hour		P.M. Peak Hour	
			V/C Ratio	LOS	V/C Ratio	LOS
505	Camino Tassajara	Diablo Road	0.62	B	0.83	D
506	Camino Tassajara	Sycamore Valley Road	0.41	A	0.35	A
514	Alcosta Boulevard	Crow Canyon Road	0.46	A	0.61	B
515	Camino Ramon	Crow Canyon Road	0.70	B	0.57	A
518	San Ramon Valley Boulevard	Crow Canyon Road	0.47	A	0.75	C
521	Camino Ramon	Bollinger Canyon Road	0.57	A	0.44	A
522	Alcosta Boulevard	Bollinger Canyon Road	0.44	A	0.55	A
564	Blackhawk Road	Camino Tassajara	0.36	A	0.37	A
942	I-680 northbound off-ramp	Diablo Road	0.61	B	0.59	A
943	I-680 southbound off-ramp	Diablo Road	0.55	A	0.40	A
945	I-680 northbound on-ramp	Sycamore Valley Road	0.53	A	0.45	A
947	I-680 southbound off-ramp	Sycamore Valley Road	0.45	A	0.35	A
949	I-680 northbound off-ramp	Crow Canyon Road	0.54	A	0.34	A
951	I-680 southbound off-ramp	Crow Canyon Road	0.65	B	0.53	A
953	I-680 northbound off-ramp	Bollinger Canyon Road	0.77	C	0.56	A
955	I-680 southbound off-ramp	Bollinger Canyon Road	0.52	A	0.74	C
957	I-680 northbound off-ramp	Alcosta Boulevard	0.67	B	0.65	B
958	I-680 southbound off-ramp	Alcosta Boulevard	0.72	C	0.64	B
1361	Crow Canyon Place	Crow Canyon Road	0.33	A	0.53	A
1369	Dougherty Road	Crow Canyon Road	0.20	A	0.24	A
1385	Sunset Drive	Bollinger Canyon Road	0.75	C	0.84	D
1416	Highland Road	Camino Tassajara	0.19	A	0.17	A
2201	Airway Boulevard	North Canyon Road	0.22	A	0.12	A
2264	Alcosta Boulevard	Old Ranch Road	0.28	A	0.35	A
2265	Dougherty Road	Old Ranch Road	0.25	A	0.19	A
2280	Dougherty Road	Amador Valley Boulevard	0.55	A	0.44	A
2301	San Ramon Road	Dublin Boulevard	0.49	A	0.87	D
2307	Dougherty Road	Dublin Boulevard	0.58	A	0.84	D
2308	Dougherty Road	I-580 westbound off-ramp	0.56	A	0.57	A
2309	Hopyard Road	I-580 eastbound off-ramp	0.67	B	0.45	A
2322	Tassajara Road	I-580 westbound off-ramp	0.72	C	0.55	A
2323	Santa Rita Road	I-580 eastbound off-ramp	0.96	E	0.88	D

Notes: LOS = Level of service.
V/C = Volume to capacity.
* See Figure 6-1.

Study locations numbered 17-20, 25, and 26 will be built as part of the planned roadway improvements.
Study locations numbered 8, 23, and 24 are unsignalized (see Table 6-3).

Source: TJKM Transportation Consultants, October 1992.

Table 6-2. Existing Intersection Conditions at Unsignalized Locations

Intersection Node Number	North-to-South Street	East-to-West Street	Uncontrolled Movement	A.M. Peak Hour		P.M. Peak Hour	
				RC	LOS	RC	LOS
1416	Camino Tassajara	Highland Road	Southbound left	960	A	812	A
			Westbound left	449	A	448	A
2264	Alcosta Boulevard	Old Ranch Road	Three-way stop		B		B
2265	Dougherty Road	Old Ranch Road	Northbound left	720	A	679	A
			Eastbound left	374	B	274	C

Notes: RC = Reserve capacity
LOS = Level of service

Source: TJKM October 1992.

The three unsignalized intersections in the study area operate at LOS C or better during both a.m. and p.m. peak hours (Table 6-2). The intersection at Alcosta Boulevard and Old Ranch Road is controlled by a three-way stop sign and operates satisfactorily (LOS B) during both a.m. and p.m. peak hours. The other two locations are controlled by a one-way stop sign on the cross-street approach. Current volumes at these locations permit turning movements across conflicting traffic without significant delays.

Existing Transit

The planning area is not served by public transit. Transit service in the Tri-Valley region is provided by two local transit agencies and BART express buses (Figure 6-4). The Central Contra Costa Transit Authority (CCCTA) provides service in Central Contra Costa County, and the Livermore-Amador Valley Transit Authority provides service in Alameda County. Transit service between Dougherty Valley and points in Alameda County will cross normal service area boundaries.

Central Contra Costa Transit Authority

The CCCTA provides local bus service to Danville and San Ramon, with service concentrated along the I-680 corridor. The primary route in the corridor, Route 121, carries about 900-1,000 passengers per day. The CCCTA service area does not extend south of the Contra Costa County line. Service between Dougherty Valley and Pleasanton is outside the normal CCCTA service area. However, CCCTA has recently coordinated an extension of service on Route 121 south of the County line to Stoneridge Mall in Pleasanton. This service extension outside the CCCTA service area required specific approval of the CCCTA board. A similar coordination effort may allow for transit service extensions from Dougherty Valley south to future transit stations and employment sites. Route 122 also serves the study area with a regular route between Alamo Plaza near the intersection of Danville Boulevard and Stone Valley Road, and Bishop Ranch. Route 122 provides half-hour headways during peak periods and one-hour headways during mid-day and evening periods.

Livermore-Amador Valley Transit Authority

The Livermore-Amador Valley Transit Authority provides local bus service (known as WHEELS) in Dublin, Pleasanton, and Livermore. Service is currently provided on Dougherty Road as far north as Amador Valley Boulevard. The County line divides the service areas for CCCTA and WHEELS. WHEELS provides local transit service to the Hacienda Business Park area in Pleasanton and would also provide local service to new stations on the BART extension to Dublin and Pleasanton.

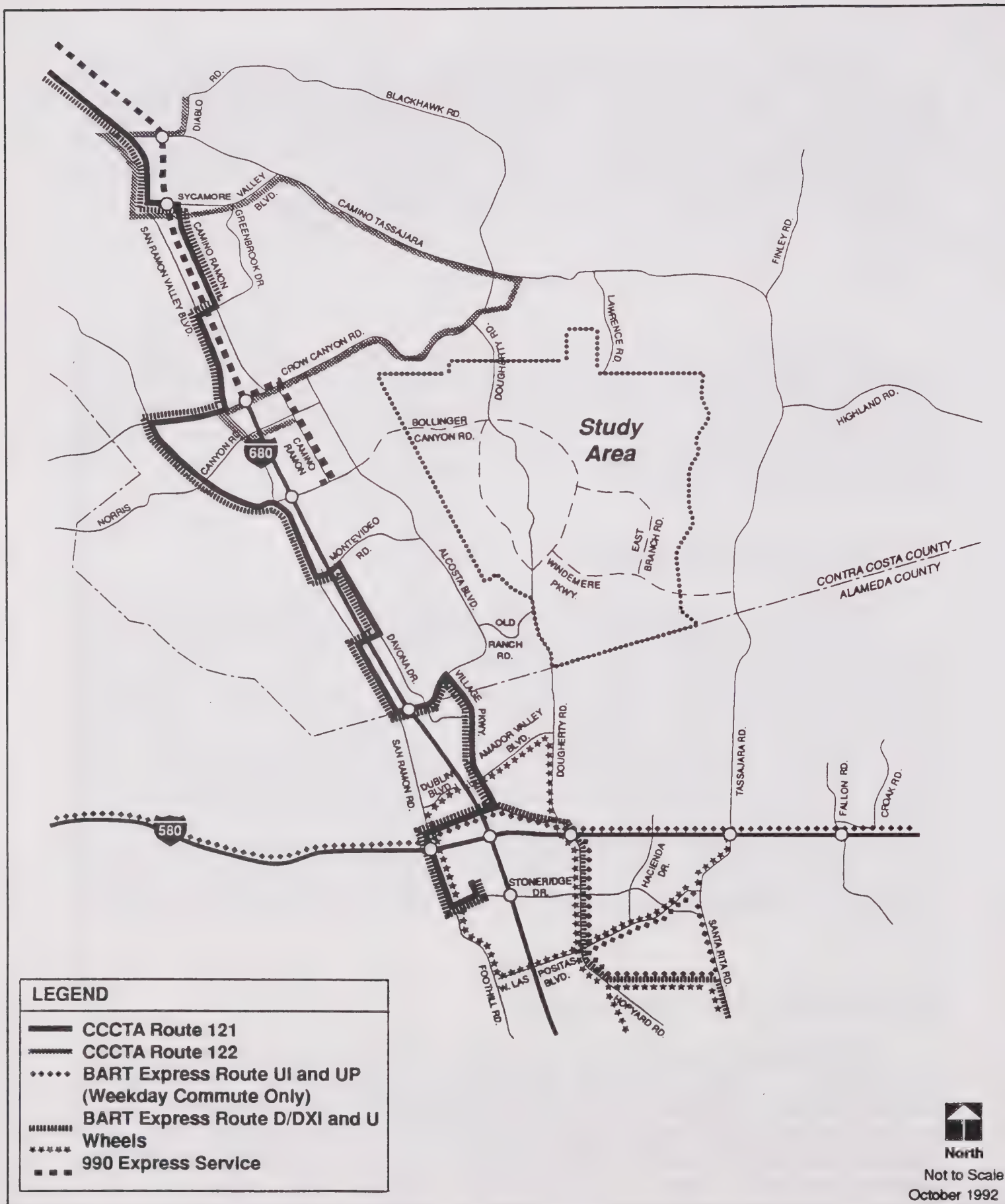


Figure 6-4. Existing Transit Service

Source: TJKM 1992

Bay Area Rapid Transit

There are no BART stations in the Tri-Valley region. The nearest BART service is the Concord line, which includes stations in Walnut Creek and Lafayette. According to passenger surveys presented in BART stations access studies, Danville and San Ramon residents who use BART often drive to one of those stations and park their cars.

Bay Area Rapid Transit Express Bus

Express buses provide connections to BART stations. Express buses along the I-680 corridor provide service between the San Ramon and Danville areas and the Walnut Creek and Lafayette BART station. Express buses along the I-580 corridor provide service between Livermore, Dublin, and Pleasanton, and the Bayfair (San Leandro) and Hayward BART stations.

IMPACTS AND MITIGATION MEASURES ASSOCIATED WITH THE PROJECT

The narrative presented below evaluates traffic conditions in 2010 and beyond 2010 but does not address the interim year 2000. However, the figures in this section contain data for the year 2000 because the TJKM Dougherty Valley Specific Plan Traffic Study analyzes traffic conditions in this year, as presented in Appendix D.

Methodology and Significance Criteria

Methodology

Land Use Scenarios. Future-year transportation conditions were evaluated for four scenarios based on reasonably projected regional land development and planned highway and transit improvements. Land use projections for 2010 and buildout of the surrounding Tri-Valley region are based on current general plans and pending general plan amendments (Table 6-3). Highway and transit system improvements were compiled for 2010 (Figure 6-5). The four study scenarios analyzed for the circulation impact analysis are:

- Year 2010, No Project - Regional housing and employment levels by 2010 with no new development in the Dougherty Valley planning area. Several Tri-Valley jurisdictions are expected to be at or near their full buildout capacity by 2010.
- Year 2010, With Project - Same as above but with full Dougherty Valley planning area development, including 11,000 residential units, neighborhood commercial service, and K-12 school facilities.

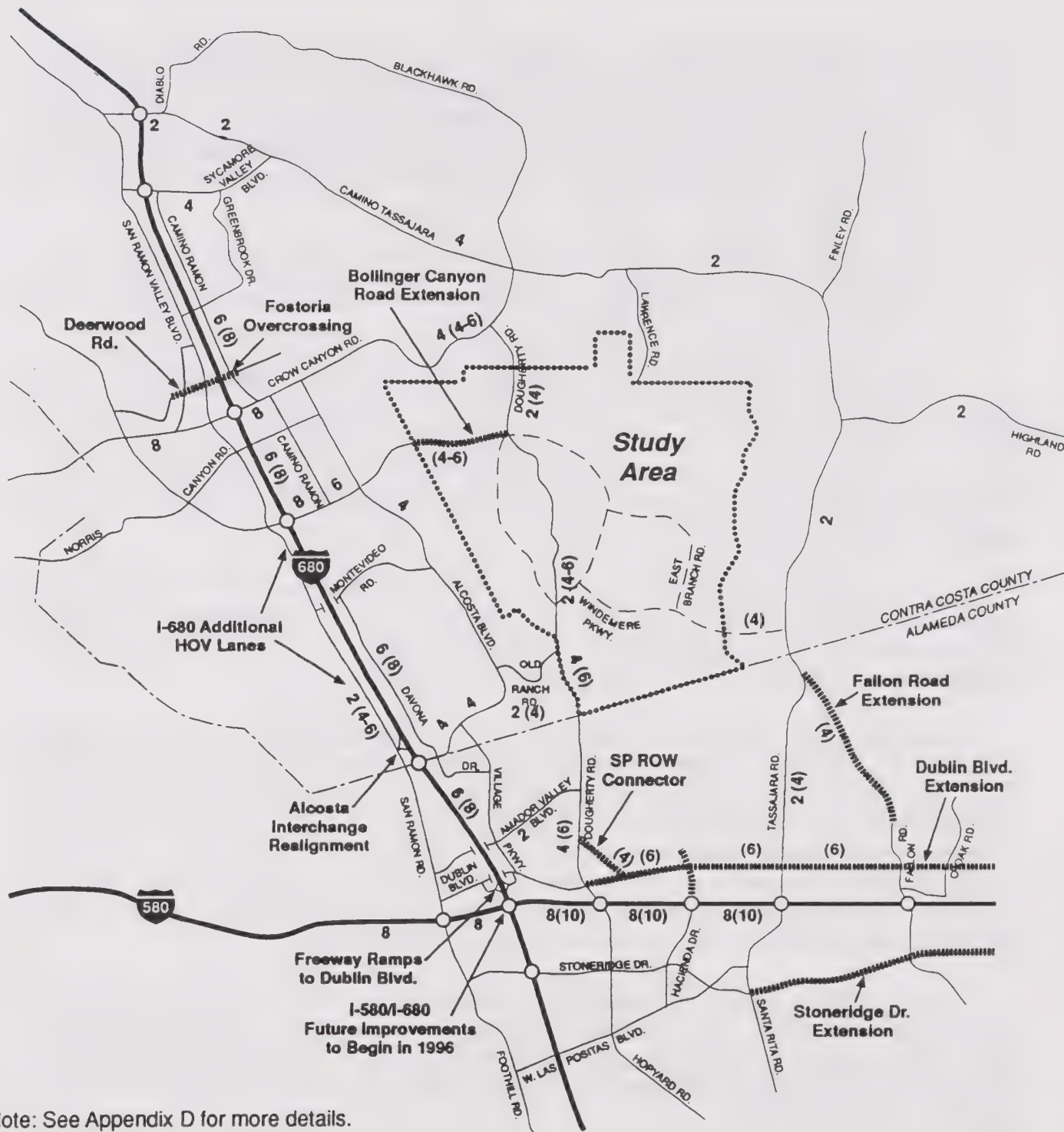
Table 6-3
Land Use Growth Forecast
For the Tri-Valley Jurisdictions

Area	Year 1990		CCTA Constrained Forecast				Total Buildout Capacity (Cumulative)	
			Year 2000		Year 2010			
	Households	Employees	Households	Employees	Households	Employees	Households	Employees
Danville*	17,516	7,727	21,011	8,542	24,505	8,012	24,673	8,012
Dougherty	101	0	5,551	1,650	11,000	3,300	11,000	3,300
Dublin	7,028	13,197	13,774	18,904	20,520	24,611	30,247	53,891
Livermore	20,927	34,673	31,358	49,322	41,788	63,970	49,776	121,778
Pleasanton	19,741	28,363	24,962	43,300	30,183	58,237	30,393	67,544
San Ramon	13,171	27,679	14,637	36,429	16,103	45,178	16,103	46,308
Tassajara	69	12	69	12	69	12	4,344	12
Total Tri-Valley	78,553	111,651	111,362	157,759	144,168	202,520	166,536	300,045

Note: The number of households and employees in 2000, 2010 and Cumulative columns for Dougherty Valley area adjusted from original forecast to reflect the current development proposal. Tassajara Valley revised for Years 2000 and 2010 to show no new growth.


* includes Alamo/Blackhawk and other unincorporated Contra Costa County areas.

Source: TJKM October 1992



Note: See Appendix D for more details.

LEGEND

-  Road Extension
- 0 Existing Number of Lanes
- (0) Proposed Number of Lanes



North
Not to Scale

October 1992

Figure 6-5. Planned Roadway Improvements

Source: TJKM 1992

- Cumulative, No Project - Full buildout of all city and county general plans and full realization of pending general plan amendments in the Tri-Valley region, including the Tassajara Valley, East Dublin, Pleasanton Ridge area, and North and South Livermore. Compared to 1990, the cumulative development scenario in the Tri-Valley region would add 70,000 new residents and 184,000 new employees.
- Cumulative, With Project - Same as above but with full Dougherty Valley planning area development, including 11,000 residential units, neighborhood commercial service, and K-12 school facilities.

Traffic Model. Traffic forecasts in this study were made using the Dougherty Valley Model (DVM). DVM, developed by TJKM, is a computerized representation of the street, highway, and transit systems within the Tri-Valley region and the nine Bay Area counties. DVM was adapted from previously validated models for this area to be compatible with the forthcoming Tri-Valley Model being developed development by the CCTA. The DVM description and validation for 1990 conditions is presented in Appendix D-4.

Trip Generation. The trip generation for the Dougherty Valley planning area was projected based on rates calibrated in the DVM. The trip rates were derived from previous modeling studies, including the Contra Costa County traffic model for application in this study, and were used to revalidate for 1990 conditions.

Total trips generated by the 11,000 unit Specific Plan in Dougherty Valley are shown in Table 6-4. The proposed project at full development is estimated to generate 109,400 daily trips. Of these total trips, 23,100 trips (4,200 intra-zonal and 18,900 on-site inter-zonal trips) will start and end on-site so that their travel does not impact off-site streets. The Dougherty Valley Model describes the project area with 12 traffic analysis zones. Trips that are forecasted to start and end within the same zone are intra-zonal trips, while trips that travel between project zones are inter-zonal. The remaining 86,200 trips will be made external to the project, and will impact the regional street system.

Also shown in Table 6-4 are the project trips by purpose type including home-based work, home-based other, and non-home based trips. There will be a total of 24,000 new work related trips from the project with 21,500 trips off-site. The home-based other and non-home based trip purposes account for all other trips such as shopping, school, recreation, and deliveries.

Trip Distribution. Trip distribution was estimated using factors developed for the Tri-Valley region based on earlier travel surveys conducted by the MTC. The trip distribution process determines the interchange of trips between traffic analysis zones (TAZs) based on the travel time between them and a set of values referred to as friction factors. These friction factors were established to represent a typical traveler's preference for making work, shopping, and other trips close to their origin. Generally, as the travel time between TAZs increases, the preference for making trips declines. Because this is more true for shopping and school trips than for work trips, separate friction factor curves are established for each trip purpose.

Table 6-4
Trip Generation Summary
Dougherty Valley (11,000 Housing Units)

Trip Destination	Trip Purpose			
	Home Based Work	Home Based Other	Non-Home Based	Total
Intra-zonal Trips ^a	900	2,900	400	4,200
On-Site Project Trips ^b	1,600	15,500	1,800	18,900
Off-Site Project Trips	21,500	58,100	6,700	86,200
Total Trips	24,000	76,500	8,900	109,300

Notes: ^a These trips are considered internal to the traffic analysis zones and never use the roadway network.

^b These trips stay within the Project roadways only.

Source: TJKM October 1992

The Dougherty Valley trip distribution calculated by a traffic gravity model for the Tri-Valley area is summarized in Table 6-5 for 2010. This trip distribution is inclusive of all types of trip purposes (work, shopping, and other). Nearly half of the project trips are forecasted to start and end within the Dougherty Valley, or the City of San Ramon. These local trips will be made primarily on the arterial streets and will not significantly affect the regional highway system. Much smaller proportions are expected for travel between other areas within the Tri-Valley region. For example, trip interchanges between Dougherty Valley and Danville TAZs will be 5%, and 13% to and from Dublin by 2010. Although the trip distribution percentages to these Alameda County communities may appear to be low given their growing importance as employment centers, the distribution of other types of trips (such as local shopping trips) may influence the results of this analysis. A significant portion of the total trips are expected to be outside of the Tri-Valley region with 10% to other Bay Area counties besides Alameda and Contra Costa Counties (e.g., Santa Clara, San Francisco) and 2% will travel outside of the Bay Area to San Joaquin and Stanislaus Counties.

The daily work trip distribution shown in the second column of the table indicates that 55 percent of the total Dougherty Valley work trips will be within the Tri-Valley. Given the planned arterial connections to the site, most of these Tri-Valley work trips can be made without accessing freeways. The exceptions would be to and from Livermore and south Pleasanton. The forecasted 55 percent project work trips in the Tri-Valley differs from current work trip patterns. Annual travel surveys conducted in the City of Pleasanton currently show a higher proportion of resident work trips out of the valley (55 to 65 percent instead of the 45 percent expected for Dougherty Valley), and this is similar to the results of other studies made in the City of San Ramon and the Town of Danville.

However, it is reasonable to expect that the proportion of residents finding local jobs will increase as local employment increases. According to the land use forecasts used in developing the 2010 work trip distribution (Table 6-3), the Tri-Valley is expected to gain another 90,000 employees in the next eighteen years which is a very significant increase of about an 80 percent in local jobs. The forecasted 10 to 20 percent shift in Tri-Valley jobs for local residents by 2010 when compared to current patterns represents the propensity to seek jobs and housing that are closer together. This is confirmed, in part, by the results of the Pleasanton surveys which show residents over ten years have a much higher proportion of Tri-Valley jobs than newer residents. Also, a jobs/housing analysis for the composite City General Plans in the Tri-Valley (Economic & Planning Systems, June 11) showed that 60 percent of the Tri-Valley residents are expected to work in the Tri-Valley.

The work trip distribution is expected to be even more locally oriented under the Cumulative Scenario because of the dramatic increase in local employment opportunities compared to the number of households. Based on Table 6-3, the current ratio of employment to households in the Tri-Valley is 1.42 which will remain steady at 1.43 in 2010, then jumps up to 1.86 in the Cumulative scenario with a 30 percent shift in the jobs/housing balance. Although much of the forecasted employment gain between 2010 and Cumulative is included in pending General Plan Amendment decisions, the traffic analysis assumes that it will be in place. The work trip distribution is forecasted to shift from 55/45 (percent of jobs inside the valley/outside the valley) in 2010 to 70/30 for the Cumulative scenario.

Table 6-5
Year 2010 Trip Distribution from Project

Destination	Daily Work Trips	A.M. Peak Hour Trips	Total Daily Trips
Dougherty Valley	7%	27%	18%
Bishop Ranch	15%	7%	15%
San Ramon	6%	10%	10%
Danville	4%	6%	5%
Livermore	4%	10%	1%
Pleasanton	10%	14%	11%
Dublin	<u>9%</u>	<u>7%</u>	<u>12%</u>
Tri-Valley Sub-Total	55%	81%	72%
Other Alameda County	14%	4%	9%
Other Contra Costa County	16%	5%	7%
Other Bay Area	14%	5%	10%
Outside Bay Area	1%	5%	2%
Total	100%	100%	100%

Source: TJKM October 1992

Assuming a consistent rate of growth throughout the future scenarios, Cumulative employment levels will be reached by year 2030.

Significance Criteria

- **Roadway Segments.** Daily roadway traffic volumes were compared to the design daily volume capacities listed in Table 6-6 for the types of roadways in the study area. The roads and highways found to be near or to exceed the planned capacity (design ADT) are considered to experience significant impacts.

Roadway segment peak hour traffic volumes were also analyzed. Roadway segments were considered to experience significant impacts if they operated at LOS F.

- **Intersections.** The growth management element developed by the CCTA stipulates thresholds for the minimum desirable traffic service during peak hours for the majority of streets and roadways, referred to as Basic Routes. The intersection LOS standards are keyed to general plan land use areas as listed in Table 6-7. The types of existing or planned development within the study area fall into the urban land use category.

The growth management element allows jurisdictions to develop more restrictive LOS performance standards for inclusion in their general plans.

The significance criteria used in this study for assessing traffic impacts is a peak-hour condition of LOS D with a V/C ratio greater than or equal to 0.89 (High LOS D, LOS E, or LOS F). This is at the upper end of the range for urban areas according to the CCTA scale.

- **Routes of Regional Significance.** Another category of transportation facility as defined in CCTA's Growth Management Program is a route of Regional Significance, which primarily serves regional transportation demands as opposed to the local needs served by a Basic Route. On a preliminary basis, the County has adopted I-680, Crow Canyon Road, Danville Boulevard and Camino Tassajara as Route of Regional Significance, until an action plan for that area is completed. The City of San Ramon and Town of Danville have adopted this designation for San Ramon Valley Boulevard, Sycamore Valley Road, and portions of Alcosta Boulevard and Bollinger Canyon Road. More recently, the Tri Valley Transportation Council has applied the designation to roads being analyzed in the Tri Valley Transportation Plan, which will add Tassajara Road, Santa Rita Road, San Ramon Road, Foothill Road, Dougherty Road, Hopyard Road, Dublin Boulevard (including its planned extension to Airway Boulevard), and Stoneridge Drive/Jack London Boulevard.

Mitigation of impacts, when necessary, on Routes of Regional Significance will include participation by developers in a regional transportation mitigation program created pursuant to Measure C-88. Such impacts would be measured

Table 6-6. Typical Roadway Capacities

Roadway Type (Tri-Valley Example Roadways)	Maximum ADT	Design ADT	Tri-Valley Example Segment Existing ADT*
10-lane freeway	250,000	200,000	--
Eight-lane freeway (I-580 from I-680 to Santa Rita Road)	200,000	160,000	145,000
Six-lane freeway (I-680)	150,000	120,000	109,000
Eight-lane divided arterial (Crow Canyon Road east of I-680)	75,000	60,000	38,230
Six-lane divided arterial (Hopyard Road)	60,000	48,000	30,900
Six-lane divided arterial (including parking)	45,000	36,000	--
Four-lane divided arterial (Sycamore Valley Boulevard)	45,000	36,000	18,640
Four-lane divided arterial (including parking) (Alcosta Boulevard)	35,000	28,000	--
Four-lane undivided arterial	45,000	36,000	17,600
Two-lane collector road	20,000	16,000	--

ADT = average daily traffic volumes.

Notes: Traffic capacities are based on the Highway Capacity Manual, Transportation Research Board, Special Report 209. Calculations assume a 60% main street green, 10% trucks, 20% combined left and right turns, a 66% directional split, and 10% peak-hour volumes of ADT. Design ADT = 80% of maximum ADT.

* = Example segment ADTs from Figure 6-2 and 6-3.

Source: TJKM Transportation Consultants 1992.

Table 6-7. Contra Costa Transportation Authority
Intersection LOS Standards

Land Use Area	Minimum Peak-Hour Standard	
	Volume-to-Capacity Ratio	Level of Service
Rural	0.70 - 0.74	Low C
Semi-Rural	0.75 - 0.79	High C
Suburban	0.80 - 0.84	Low D
Urban	0.85 - 0.89	High D
Central Business District	0.90 - 0.94	Low E

Source: Contra Costa Transportation Authority, Growth Management Element 1991.

against quantified traffic service objectives and Action Plans which will be developed for each route. The CCTA and local jurisdictions in the Tri Valley area are funding development in the Tri Valley Transportation Plan (TVTP) through the Tri Valley Transportation Council. The TVTP will include Action Plans as required by Measure C-88 that will identify the traffic service objectives and the means to measure travel performance for the Routes of Regional Significance in the Tri Valley area. Compliance with the TVTP will be mandatory for Contra Costa jurisdictions in order to receive Measure C-88 revenues.

Although freeway offramps are analyzed below for environmental review purposes, as to their compliance with LOS standards, offramps may be considered regional routes (instead of "basic routes") under Measure C (1988). Impacts on freeway offramps would be mitigated as for any Route of Regional Significance.

CMP Network. State law requires the Congestion Management Agencies (CMAs), for Contra Costa and Alameda Counties to adopt a Congestion Management Program (CMP) Network along with corresponding LOS standards for these facilities. I-580 and I-680 are included in the CMP Networks for Alameda and Contra Costa Counties. The LOS standard for I-580 is LOS E. The performance standard for I-680 in Contra Costa is LOS E for the southbound lanes south of Bollinger Canyon and LOS E for the northbound lanes south of Diablo Road. All other I-680 freeway segments in the study area have an LOS F performance standard. According to State law, a failure to satisfy applicable LOS standards requires the adoption of a Deficiency Plan to address the failure. Failure to prepare and adopt a Deficiency Plan would cause local jurisdictions affected by the LOS violation to lose a portion of their state gas tax subventions (Goetz pers. comm.). It is anticipated that monitoring of the CMP level of service standards and preparation of deficiency plans will be fully integrated with the action plan process. Any deficiency plan requirements associated with the project will be incorporated into the Tri-Valley Transportation Plan.

Key Assumptions

Land Use Assumptions for the No Project Scenarios

Future-year land use projections published by ABAG were refined by Economic and Planning Systems (EPS) for the Tri-Valley region. These refined projections were prepared for the CCTA to serve as the central information source for land development planning in the Tri-Valley region. The latest available information from the process was used in making the traffic model projections for this study (Table 6-3).

The base land use data was disaggregated by EPS to establish a more detailed description of land development (individual project areas, traffic analysis zones) than was available from ABAG forecasts, which are typically done according to census tract boundaries. This process retained the same areawide totals for households and employees as was shown in Projections 90 (Association of Bay Area Governments 1990) for 1990 and

2010. Land use projections were provided by EPS for the traffic analysis zonal system used in making the traffic forecasts.

The Tri-Valley land use projection totals for households and employees is summarized in Table 6-3 for 1990, 2010, and cumulative conditions. Additional development plans beyond the ABAG thresholds are shown in the final column (cumulative), which includes the total developable area for either planned or proposed projects in the Tri-Valley region. The quantities shown for the Dougherty Valley planning area were modified to reflect the proposed project. (The original EPS forecast for Dougherty Valley was 1,561 households and 0 employees in 2000, 6,426 households and 1,000 employees in 2010, and 9,601 households and 1,500 employees in the cumulative condition.) The numbers for the Town of Danville and the Cities of San Ramon, Dublin, Pleasanton, and Livermore include the lands currently within the respective city limits. Specific planning areas that are currently under consideration for general plan amendments outside these cities are also identified in this table, including Tassajara Valley, East Dublin, West Dublin, Pleasanton Ridge, South Livermore, and North Livermore.

Several key growth trends can be seen in Table 6-3, which will have a substantial effect on the traffic volume forecasts. Between 1990 and 2010, the total number of households and employees is expected to increase by roughly 75%. The current balance of jobs and housing will essentially remain constant over this period according to this forecast. However, between 2010 and buildout of the planned land capacity, a dramatic increase in employment would occur (48%), while the growth in housing stock will only increase by 14%. If this level of employment in the Tri-Valley region is realized in the Cumulative case, the jobs/housing ratio imbalance will probably increase the proportion of travel outside of the Tri-Valley region significantly when compared to 2000 or 2010 because workers will not be able to find sufficient local housing. It should be noted that the majority of this employment growth between 2010 and Cumulative is located within the East Dublin and Livermore areas.

Land Use Assumptions for the With Project Scenarios

The land use assumptions for the proposed project analyzed for this traffic analysis differ slightly with those presented in Chapter 3, "Project Description". The differences in land use assumptions are associated with a minor shift in residential unit distribution within the planning area and are not expected to change the conclusions of this chapter. The revision to the land use assumptions in Table 6-3, made since publishing the DEIR, reflect the forecasts prepared by the Tri-Valley Transportation Council. The most significant revision involved increasing the number of workers commuting from the Central Valley to the Bay Area via the Altamont Gateway to 55,000 each way. All other assumptions are substantially the same and do not significantly affect the findings of environmental impacts.

Planned Roadway Improvements

Improvements have been proposed for freeways, freeway interchanges, and local roads in the Dougherty Valley traffic study area (Figure 6-5). The most important of these for the Dougherty Valley planning area are the Bollinger Canyon Road extension, the proposed widening of I-680, and planned improvements to the I-580/I-680 interchange. A comprehensive list of planned roadway and transit system improvements compiled for 2010 are shown in Appendix D-5; these were included in the traffic model forecasts. The key road improvements are briefly described below.

Many of these improvements are not fully funded or included in adopted General Plans. It will be important to assess the fair-share portion of these roadway widening improvements for the Dougherty Valley project proponents in the context of other planned growth in this area. (Goetz pers. comm.).

Bollinger Canyon Road. The San Ramon General Plan indicates that Bollinger Canyon Road should be extended as a four-lane road between Alcosta Boulevard and Dougherty Road, reserving ROW for six lanes. There are significant obstacles to providing a full six-lane section east of Alcosta Boulevard (without considering transit in the median), including existing buildings and structures. Most of the Bollinger Canyon Road extension lies within the Dougherty Valley project boundary and will be funded in phases by project development.

Dougherty Road. The Contra Costa County General Plan circulation element provides for upgrading Dougherty Road to expressway status from just south of Crow Canyon Road to the County line, as indicated in Figure 5-2 of the general plan. The DVSP provides for arterial status. The general plan amendment associated with the project would amend Figure 5-2 of the general plan to substitute an arterial designation for the expressway designation. The Dublin General Plan circulation element provides for future widening to six lanes between Dublin Boulevard and the Contra Costa County line.

Dublin Boulevard. The East Dublin Specific Plan and the City of Dublin General Plan circulation element provides for the easterly extension of Dublin Boulevard as a six-lane arterial between Dougherty Road and Airway Boulevard.

Tassajara Road. The current plan according to the East Dublin Specific Plan is to provide improvements to Tassajara Road as a four-lane arterial between Dublin Boulevard and Fallon Road.

Interstate 580. I-580 provides four lanes in each direction through the Tri-Valley region. Recent improvement projects constructed an additional auxiliary lane in each direction between I-680 and Tassajara Road. Although Caltrans' Route Concept Report for I-580 indicates a demand to expand the freeway to 10 lanes in the future, no programmed funding exists for this additional widening. There are no current plans to widen the freeway east of Tassajara Road. If BART is extended to Livermore, it will require ROW occupied by the current median plus the two inside lanes. In that case, the freeway will require

widening to the outside to maintain the current eight lanes. The provision of 10 lanes will require further widening to the outside.

Interstate 680. An improvement project has been planned for I-680 that will add one high-occupancy-vehicle (HOV) lane in each direction in the median to provide four total lanes in each direction between State Route 24 and I-580. The first phase of the project, which was recently completed, involves the placement of sound walls along the freeway. The second phase of the project, which will add the lanes in the median of the freeway, could be completed by 1993.

Additional freeway ramps are planned for I-680 immediately north of I-580 for service into downtown Dublin. These hook ramps will be completed in connection with the construction of the West Dublin BART station to provide more direct access to the station and to relieve current traffic congestion at the gateway intersections into Dublin at Dublin Boulevard/San Ramon Road and Dublin Boulevard/Dougherty Road. The proximity of these new ramps to the I-580/I-680 interchange is too close to permit connecting access to I-580.

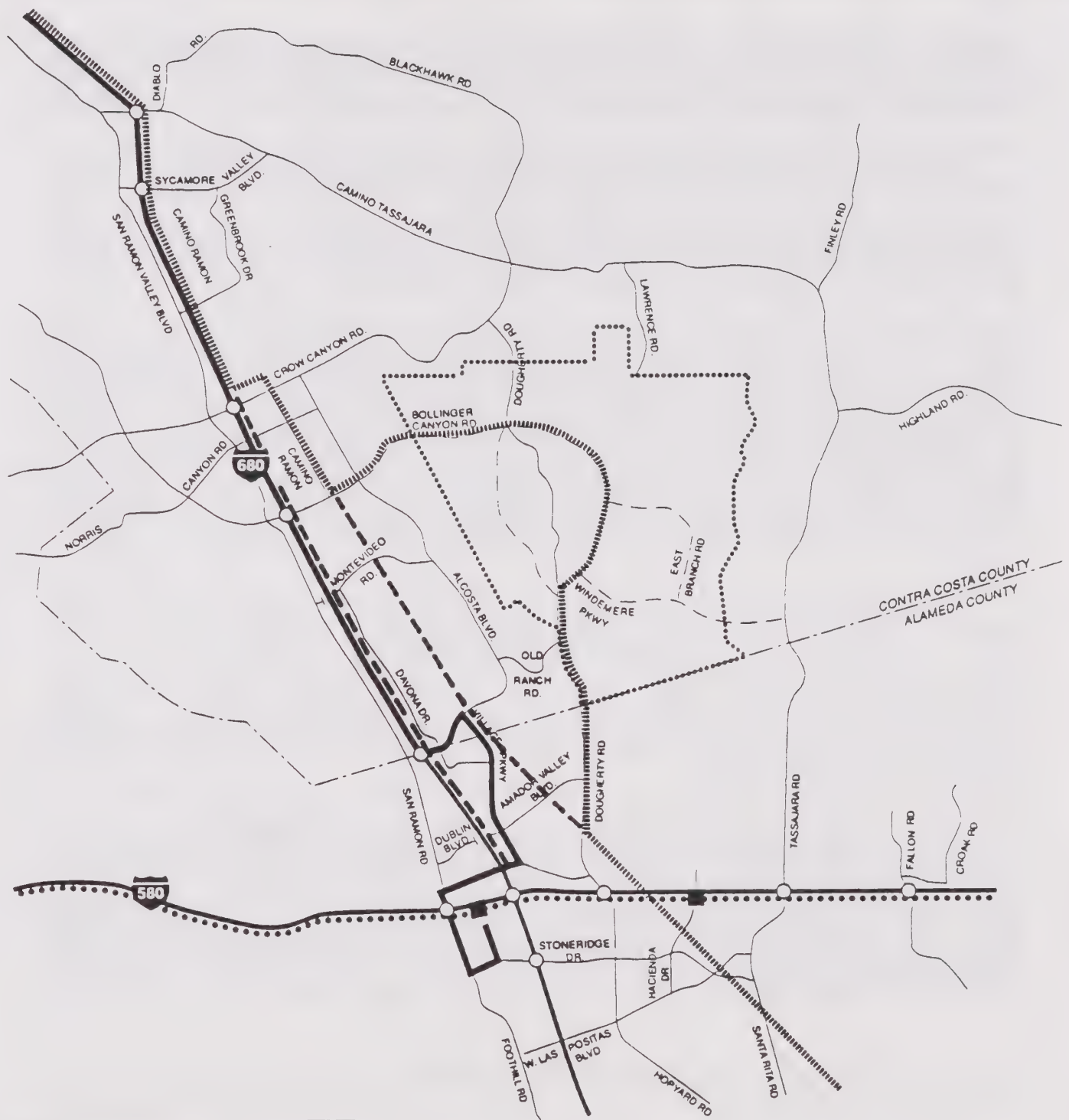
I-580/I-680 Interchange. The I-580/I-680 interchange project includes construction of a flyover ramp from south I-680 to eastbound I-580. The improvement will help to reduce congestion on one of the key bottlenecks in the Tri-Valley region. Construction is expected to begin in 1994, with work completed in 1996. Funding for this improvement will come from Alameda County's Measure B sales tax initiative.

The ultimate improvements include full freeway flyovers in all directions replacing the current loop ramps. This improvement phase depends on future funding approvals. As part of the current proposal, local access will be reduced at the local interchanges adjacent to the freeway-to-freeway interchange. For example, drivers on Dougherty Road will have direct access to I-580 but will no longer be able to use I-580 to reach I-680. These local access changes could cause significant shifts in freeway access patterns and will affect the preferred routes for travel to and from Dougherty Valley.

Planned Transit Service

The most significant enhancement to transit service in the Tri-Valley region will be the extension of BART service to stations in Dublin and Pleasanton (Figure 6-6). Several studies have also investigated the potential for rail transit service on other corridors in the area.

BART Dublin/Pleasanton Extension. The BART board has adopted a policy for the proposed extension of BART to Dublin and Pleasanton. Current BART policy will build a BART extension to three new stations, one in Castro Valley, a West Dublin/Pleasanton station in the median of I-580 between Foothill Boulevard and I-680, and an East Dublin/Pleasanton station in the I-580 median between Dougherty Road and the proposed Hacienda interchange. Two of the stations, the Castro Valley station and the East Dublin/Pleasanton station, will be constructed using BART or other public and private



LEGEND

- Proposed BART Station
- Proposed BART Extension
- DVSP Anticipated Light Rail Alignment
- DXI BART Express Proposed Route
- · - · - Other Potential Light Rail Alignments



North

Figure 6-6. Planned Transit Improvements

Source: TJKM 1992

financing. The third station on the extension (the West Dublin/Pleasanton station) can be constructed only on the commitment of funding that is unrelated to the funding levels in the Metropolitan Transportation Commission (MTC) New Rail Starts and Extension Program.

Rail Transit. Several studies have evaluated the feasibility of rail transit in the Tri-Valley region. The San Ramon Branchline Study (TJKM Transportation Consultants 1985) explored alternatives for a busway or light rail transit line along the I-680 corridor. The alternative alignments will use either the freeway corridor or the abandoned Southern Pacific railroad ROW, about one-half mile east of the freeway.

Contra Costa County has acquired ownership rights to the Southern Pacific ROW north of the Alameda County line. The Danville General Plan states that the I-680 corridor should be considered the appropriate location for major transit facilities. It also states that residential property shall be given prime consideration when determining ROW use. The San Ramon General Plan states a policy to locate future transit uses, such as light rail or BART, in the I-680 ROW. San Ramon has designated the Southern Pacific ROW as a route for a Class I bicycle path. A possible alignment for light rail that serves Dougherty Valley and transitions to Dublin's preferred route is shown in Figure 6-6.

Alameda County completed their own study of light rail transit, which identified various corridors that will have the potential for light rail transit service. Potential rail corridors that were evaluated include the Southern Pacific ROW between San Ramon and Pleasanton, the proposed Dublin Boulevard extension, Stanley Boulevard between Pleasanton and Livermore, and Niles Canyon between Pleasanton and Fremont. Alameda County has acquired the portion of the Southern Pacific ROW south of the county line for potential transportation use.

The County's recently completed Contra Costa Rail Opportunities Study gave high priority to the I-680 corridor for rail transit service if it connected with Alameda and Solano Counties. The County has proposed a joint effort with representatives from Alameda and Solano Counties and the Contra Costa Transportation Authority to evaluate the rail transit needs of the three counties, and resolve the rail transit alignment issue along the I-680 corridor (Goetz pers. comm.).

Mitigation Measures

This circulation section identifies three types of mitigation measures: no-project mitigation measures, project mitigation measures, and regional mitigation measures. In all cases, the project proponents should be responsible for a pro rata fair share of mitigation measures that benefit the project.

No-project mitigation measures are measures needed to mitigate the impacts of background traffic (increases in traffic that would occur even without the project). Some of these mitigation measures are not fully funded or included in adopted General Plans and would benefit the project. It will be important to assess the fair-share portion of these

mitigation measures for the project proponents in the context of other planned growth in this area.

Project mitigation measures are measures needed to mitigate the impacts of the project. These impacts would not be needed under no-project conditions.

Regional mitigation measures are measures that address impacts from other projects in the area in addition to this project and that require a multi-jurisdictional process to develop and implement. Alameda and Contra Costa counties, and the cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon are participating in a joint powers agreement designating the Tri-valley Transportation Council to develop a Tri-Valley Transportation Plan (TVTP) that will evaluate regional transportation impacts and mitigation measures. The CCTA is partially funding the TVTP with the understanding that the Contra Costa jurisdictions will use the TVTP to determine the appropriate measures and programs for mitigation of regional traffic impacts as required for compliance with Measure C-88. The County will require the project proponents to participate in measures and programs for mitigation of regional traffic impacts as determined through development of the TVTP.

Project-Related Impacts

Daily Traffic Roadway Segment Analysis

Figure 6-7 presents ADT for the four land use study scenarios. The following analysis evaluates whether the planned street and freeway improvements described above are adequate to serve forecasted levels of growth when comparing no-project to with-project conditions. Roadways expected to experience forecasted volumes exceeding the design ADTs presented in Table 6-6 are judged to have significant project impacts. Roadways not expected to exceed planned capacities (i.e., those with less-than-significant impacts) are not listed below. For the roadways that were analyzed, peak-hour volumes were compared to ADT volumes. It was found that the peak-hour volumes are approximately 9% of ADT.

Impact: Exceedance of Crow Canyon Road Planned Capacity under 2010 No Project Conditions

The forecasted volume of 36,100 vehicles on the segment between Dougherty Road and Tassajara Ranch Road would exceed the current planned four-lane arterial capacity of 36,000 vehicles by 2010 under no-project conditions.

This impact is considered significant because the expected volume would exceed capacity.

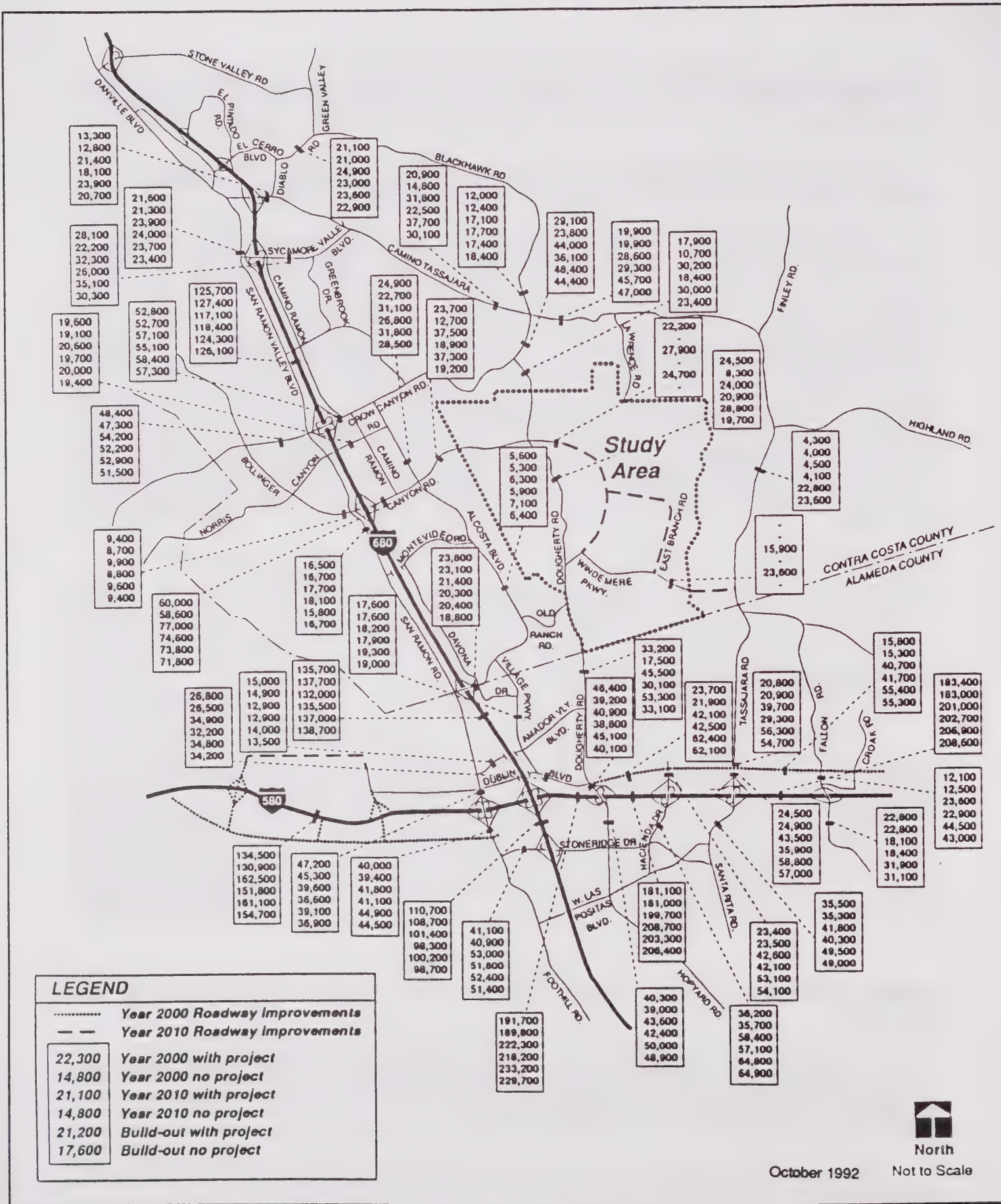


Figure 6-7. Average Daily Traffic

Source: TJKM 1992

Mitigation Measure

- 6.1: The project proponents should construct or contribute a pro rata share toward improving Crow Canyon Road from a four-lane to a six-lane arterial between Dougherty Road and Tassajara Ranch Road.

Implementing mitigation measure 6-1 would reduce this impact to a less-than-significant level because the expected volume would be below capacity.

Impact: Exceedance of Dublin Boulevard Planned Capacity under 2010 No Project Conditions

The forecasted volume of 32,200 vehicles on the segment between Village Parkway and Dougherty Road would exceed the current planned four-lane arterial (with parking) capacity of 28,000 vehicles by 2010 under no-project conditions.

This impact is considered significant because the expected volumes would exceed capacity.

Mitigation Measure

- 6.2: Parking should be eliminated on Dublin Boulevard from Dougherty Road to Village Parkway. Dublin Boulevard should be re-stripped to six-lanes between Sierra Court and Dougherty Road.

Implementing mitigation measures 6.2 would reduce this impact to a less-than-significant level because the expected volumes would be below capacity.

Impact: Exceedance of Crow Canyon Road Planned Capacity under 2010 With Project Conditions

The forecasted volume of 44,000 vehicles on the segment between Dougherty Road and Tassajara Ranch Road would exceed the current planned four-lane arterial capacity of 36,000 vehicles by 2010 with Dougherty Valley completed as planned.

This impact is considered significant because the expected volume would exceed capacity.

Mitigation Measure

- 6.1: This measure is described above.

Implementing mitigation measure 6.1 would reduce this impact to a less-than-significant level because the expected volume would be below capacity.

Impact: Exceedance of Tassajara Road Planned Capacity under 2010 With Project Conditions

The forecasted volume of 39,700 vehicles on the segment between the Alameda County line and Dublin Boulevard would exceed the current planned four-lane arterial capacity of 36,000 vehicles by 2010 with Dougherty Valley completed as planned.

The forecasted volume of 43,500 vehicles on the segment between Dublin Boulevard and the I-580 ramps would exceed the current planned six-lane arterial (with parking) capacity of 36,000 vehicles by 2010 with Dougherty Valley completed as planned.

This impact is considered significant because the expected volumes would exceed capacity.

Mitigation Measure

- 6.3: The project proponents should construct or contribute a pro rata share toward improving Tassajara Road from a four-lane to a six-lane arterial between Dublin Boulevard and Fallon Road.

Implementing mitigation measure 6.3 would reduce this impact to a less-than-significant level because the expected volume would be below capacity.

Impact: Exceedance of Dublin Boulevard Planned Capacity under 2010 With Project Conditions

The forecasted volume of 34,900 vehicles on the segment between Village Parkway and Dougherty Road would exceed the current planned four-lane arterial (with parking) capacity of 28,000 vehicles by 2010 with Dougherty Valley completed as planned.

This impact is considered significant because the expected volumes would exceed capacity.

Mitigation Measure

- 6.2: This measure is described above.

Implementing mitigation measures 6.2 would reduce this impact to a less-than-significant level because the expected volumes would be below capacity.

Peak-Hour Freeway Mainline Analysis

The peak-hour traffic volume projections for the I-580 and I-680 freeway segments within the study area were found to contrast significantly with the daily volume forecasts in the previous section. Although all sections of the freeway were found to operate satisfactorily under daily volumes, many were found to operate under heavy congestion and delays (LOS E or F) during both the a.m. and p.m. peak hours. The apparent difference is in the disparity in actual peak travel patterns forecasted by the traffic model versus the generalized peaking and directional factors assumed in the daily volume analysis.

The results of the peak-hour freeway mainline performance evaluations are shown for 2010 (Table 6-8) and cumulative conditions (Tables 6-9). The forecasted mainline volumes are compared to the directional hourly capacity for each freeway segment, and a peak-hour level of service was determined for each case. As the freeway directional traffic flows approach the hourly capacity at one segment, there can be upstream queuing impacts on the freeway segments not reflected in this analysis. Freeway mainline segments expected to reach LOS F condition during peak hours are considered to experience significant impacts; these segments are discussed below. Segments expected to experience less-than-significant impacts are not listed below.

As mentioned above, the I-680 freeway is designated as a Route of Regional Significance according to Contra Costa County's growth management element. The applicable minimum performance standard and appropriate measures and programs to meet these standards will be determined through development of the TVTP. In addition, the Congestion Management Programs (CMPs) for Contra Costa and Alameda counties have adopted an LOS E standard for portions of I-580 and I-680. An LOS F condition as determined in this analysis indicates very heavy delays and low travel speeds (i.e., below 30 mph).

I-680 would need to be widened to a 12-lane freeway (one HOV lane, four mixed-flow lanes, and one auxiliary lane in each direction) between Bollinger Canyon Road and Alcosta Boulevard, and to a ten-lane freeway (one HOV lane and four mixed-flow lanes in each direction) between Alcosta Boulevard and I-580 to meet the LOS E standard in the Contra Costa CMP. I-580 would need to be widened to a 12-lane freeway (five mixed-flow lanes and one auxiliary lane in each direction) from I-680 to east of Hacienda Drive to meet the LOS E standard in the Alameda County CMP. The above freeway expansion is not consistent with the Metropolitan Transportation Commission's Regional Transportation Plan recommendations for these facilities.

Table 6-8

**Freeway Mainline Performance
Year 2010 Peak Hours**

	Peak Hour	No. Lanes ¹	Hourly Capacity ²	No Project						With Project					
				Volume ³		V/C		LOS ⁴		Volume ³		V/C		LOS ⁴	
				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
I-680 South of															
Diablo Road	AM	1H/3M/1A	7,000	5,200	5,700	0.74	0.81	C	D	5,000	6,100	0.71	0.87	C	D
	PM			5,300	5,600	0.76	0.80	C	D	5,400	6,000	0.77	0.86	D	D
Sycamore Valley Road	AM	1H/3M/1A	7,000	3,900	5,800	0.56	0.83	C	D	4,200	5,600	0.60	0.80	C	D
	PM			5,100	5,000	0.73	0.71	C	C	5,000	5,400	0.71	0.77	C	D
Crow Canyon Road	AM	1H/3M/1A	7,000	5,500	4,200	0.79	0.60	D	C	5,600	4,100	0.80	0.59	D	C
	PM			4,400	4,800	0.63	0.69	C	C	4,300	5,200	0.61	0.74	C	C
Bollinger Canyon Road	AM	1H/3M	6,000	7,700	3,900	1.28	0.65	F	C	7,600	3,900	1.27	0.65	F	C
	PM			4,200	7,400	0.70	1.23	C	F	4,000	7,500	0.67	1.25	C	F
Alcosta Boulevard	AM	1H/3M	6,000	7,000	4,400	1.17	0.73	F	C	6,900	4,400	1.15	0.73	F	C
	PM			4,200	7,400	0.70	1.23	C	F	4,600	6,900	0.77	1.15	C	F
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM	4M/1A	9,000	4,300	10,000	0.48	1.11	B	F	4,300	10,400	0.48	1.16	B	F
	PM			6,600	6,600	0.73	0.73	C	C	6,800	6,700	0.76	0.74	C	C
Dougherty Road	AM	4M/1A	9,000	4,900	9,400	0.54	1.04	C	F	4,800	9,600	0.53	1.07	B	F
	PM			9,500	4,800	1.06	0.53	F	B	9,600	4,600	1.07	0.51	F	B
Hacienda Drive	AM	4M/1A	9,000	3,600	10,600	0.40	1.18	B	F	3,500	10,800	0.39	1.20	B	F
	PM			10,100	4,600	1.12	0.51	F	B	10,300	4,400	1.14	0.49	F	B

Notes: 1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.

2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.

3. Volume includes mixed flow lanes only. HOV volumes are excluded.

4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

Source: TJKM October 1992.

Table 6-9

**Freeway Mainline Performance
Cumulative Peak Hours**

	Peak Hour	No. Lanes ¹	Hourly Capacity ²	No Project						With Project					
				Volume ³		V/C		LOS ⁴		Volume ³		V/C		LOS ⁴	
I-680 South of				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Diablo Road	AM	1H/3M/1A	7,000	5,400	5,700	0.77	0.81	D	D	5,500	5,500	0.79	0.79	D	D
	PM		7,000	5,300	5,900	0.76	0.84	C	D	5,400	6,300	0.77	0.90	D	D
Sycamore Valley Road	AM	1H/3M/1A	7,000	4,100	5,700	0.59	0.81	C	D	4,200	5,500	0.60	0.79	C	D
	PM		7,000	5,000	5,200	0.71	0.74	C	C	4,800	5,400	0.69	0.77	C	D
Crow Canyon Road	AM	1H/3M/1A	7,000	5,600	4,100	0.80	0.59	D	C	5,500	4,100	0.79	0.59	D	C
	PM		7,000	4,200	5,100	0.60	0.73	C	C	4,300	5,200	0.61	0.74	C	C
Bollinger Canyon Road	AM	1H/3M	6,000	7,900	3,700	1.32	0.62	F	C	7,500	3,800	1.25	0.63	F	C
	PM		6,000	3,800	7,700	0.63	1.28	C	F	3,900	7,400	0.65	1.23	C	F
Alcosta Boulevard	AM	1H/3M	6,000	7,100	4,200	1.18	0.70	F	C	6,800	4,400	1.13	0.73	F	C
	PM		6,000	4,400	7,000	0.73	1.17	C	F	4,500	6,700	0.75	1.12	C	F
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM	4M/1A	9,000	4,200	10,400	0.47	1.16	B	F	4,200	10,600	0.47	1.18	B	F
	PM		9,000	6,900	6,300	0.77	0.70	C	C	7,000	6,500	0.78	0.72	D	C
Dougherty Road	AM	4M/1A	9,000	4,700	9,900	0.52	1.10	B	F	4,600	9,600	0.51	1.07	B	F
	PM		9,000	10,000	4,500	1.11	0.50	F	B	9,800	4,400	1.09	0.49	F	B
Hacienda Drive	AM	4M/1A	9,000	3,500	11,300	0.39	1.26	B	F	3,400	10,900	0.38	1.21	B	F
	PM		9,000	10,700	4,400	1.19	0.49	F	B	10,500	4,300	1.17	0.48	F	B

Notes: 1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.

2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.

3. Volume includes mixed flow lanes only. HOV volumes are excluded.

4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

Source TJKM October 1992.

Impact: LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under 2010 No Project Conditions

During the a.m. (northbound) and p.m. (southbound) peak hours, I-680 from Bollinger Canyon Road to I-580 is expected to experience LOS F under 2010 no-project conditions as shown in Table 6-8.

This impact is considered significant and unavoidable because the freeway would operate at LOS F.

Mitigation Measure

No direct mitigation is feasible. However, the following mitigation measures would substantially reduce this impact, but not to a less-than-significant level. Future-year freeway operations studies indicate excessive travel demands during peak hours on both I-580 and I-680. The multi-jurisdictional agreement that established the Tri-Valley Transportation Council for development of the TVTP should provide the process for developing the appropriate measures and programs for mitigating regional transportation impacts as required by Measure C-88 and the Congestion Management Program legislation. Additional environmental review would be required before implementing any transportation measure suggested below.

- 6.4 The County should incorporate preparation of deficiency plans for I-580 and I-680 pursuant to the Congestion Management Programs for Alameda and Contra Costa counties, and pursuant to the CCTA Growth Management Program's Action Plan requirements. The deficiency plans and Action Plans will be prepared in cooperation with Alameda County; the cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon; the Congestion Management Agencies for Alameda and Contra Costa Counties; the Bay Area Air Quality Management District; Caltrans; BART; CCCTA; and LAVTA as part of the Tri-Valley Transportation Plan.
- 6.4a Implementation of enhanced transit service in the Tri Valley region. Key elements to the regional transit effort include provision for a rail transit system along I-680 and I-580 corridors with connections at the Pleasant Hill and future Dublin BART stations, feeder bus service to key rail junctions, and integration of expanded local bus service across jurisdictional boundaries.
- 6.4b Implementation of alternative transportation corridors that will relieve excessive future travel demands on I-580 and I-680. Current alternatives include upgrading of Route 84 through Livermore to freeway standards and extending this freeway north to Brentwood, realigning Windemere Parkway at Tassajara Road to be opposite Fallon Road, and provide additional arterial extensions from the project site to the east toward Highland Road and south towards Hacienda Drive.

- 6.4c Adopt plans to enhance the capacity of freeway corridors. Possible TSM measures include ramp metering, high-occupancy vehicle lanes, and an integrated Traffic Operations System (TOS) currently considered by Caltrans.
- 6.4d Adoption of regional land use plans that address the jobs/housing imbalance of existing General Plans and that seek to lessen the demand for automobile travel into, out of, and through the Tri-Valley transportation system.
- 6.4e The County shall require the project proponents to participate in a regional transportation mitigation program as determined through the Measure C-88 growth management process to ensure each project proponent is paying their share of the costs associated with the project. The amount of any regional transportation fee or assessment shall be calculated by using the rate in effect at the time of issuance of a building permit or certificate of occupancy for this project, or as otherwise determined by the agency with legal authority to set such fees.
- 6.4f To avoid precluding implementation of alternative transportation corridors that may be recommended in the Tri Valley Transportation Plan, the following policy and text should be incorporated into the specific plan along with corresponding revisions to the specific plan circulation map (Figure 8).

Policy: Provide opportunities to develop enhanced arterial extensions that are being evaluated in the Tri Valley Transportation Plan to relieve future travel demands on I-580 and I-680.

The cities of Dublin and Livermore, and Alameda County are considering significant amendments to their general plans that could affect the performance of the arterial system provided by the specific plan. The county is currently participating with these jurisdictions as well as with the neighboring cities of Danville, Pleasanton and San Ramon in preparation of a Tri Valley Transportation Plan that will address regional transportation problems and solutions. The Tri Valley Transportation Plan provides an opportunity to jointly determine certain regional arterial extensions between East Branch Road and Hacienda Drive, between East Branch Road and Camino Tassajara, and an alternative alignment of the east terminus of Windemere Parkway opposite Fallon Road. The decision to implement such arterial extensions, their design, and any environmental review will be set forth in the final development plan.

Impact: LOS F Expected on I-580 from I-680 to East of Hacienda Drive under 2010 No Project Conditions

During the a.m. peak hour (westbound) and p.m. peak hour (eastbound), I-580 from I-680 to East of Hacienda Drive is expected to experience LOS F under 2010 with project conditions as shown in Table 6-8.

This impact is considered significant and unavoidable because the freeway would operate at LOS F.

Impact: LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under 2010 With Project Conditions

During the a.m. (northbound) and p.m. (southbound) peak hours, I-680 from Bollinger Canyon Road to I-580 is expected to experience LOS F under 2010 with project conditions as shown in Table 6-8.

This impact is considered significant and unavoidable because the freeway would operate at LOS F.

Impact: LOS F Expected on I-580 between I-680 to East of Hacienda Drive under 2010 With Project Conditions

During the a.m. peak hour (westbound) and p.m. peak hour (eastbound), I-580 from I-680 to East of Hacienda Drive is expected to experience LOS F under 2010 with project conditions as shown in Table 6-8.

This impact is considered significant and unavoidable because the freeway would operate at LOS F.

Cumulative Impacts

Impact: LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under Cumulative No Project Conditions and With Project Conditions

During the a.m. (northbound) and p.m. (southbound) peak hours, I-680 is expected to experience LOS F under cumulative no-project conditions from Bollinger Canyon Road to I-580 as shown in Table 6-9.

This impact is considered significant and unavoidable because the freeway would operate at LOS F.

Mitigation Measure

No direct mitigation is feasible.

- 6.4: This mitigation measure is described above.

Impact: Unacceptable LOS Expected on I-580 between I-680 and east of Hacienda Drive under Cumulative No Project and With Project Conditions

During the a.m. (westbound) and p.m. peak hour (eastbound), I-580 is expected to experience LOS F under cumulative conditions from I-680 to east of Hacienda Drive as shown in Table 6-9.

This impact is considered significant because the freeway would operate at LOS F, exceeding the LOS standard for this facility in the Alameda County CMP. I-580 would need to be widened to a 12-lane freeway (five mixed-flow lanes, and one auxiliary lane in each direction) between I-680 and Tassajara Road to meet the LOS E standard in the Alameda County CMP.

Mitigation Measure

- 6.4: This mitigation measure is described above.
- 6.5: The project incorporates provisions to accommodate alternate forms of transportation such as construction of park-and-ride lots, bikeways and pedestrian paths linking residential areas to major activity centers, bicycle parking, commercial and service facilities to serve the project and nearby neighborhoods, bus turn-outs and passenger shelters, and reservation of right-of-way for future rail transit. The following strategies in this mitigation measure are required to enhance the project's provisions to reduce the demand for automobile traffic.
- 6.5a: The project proponents should provide enhanced transit service to Dougherty Valley to reduce offsite trip generation; at a minimum regularly scheduled bus service should be provided between Dougherty Valley and major activity centers such as Bishop Ranch, Hacienda Business Park, Stoneridge Mall, the East Dublin BART Station, and the I-680 High Occupancy Vehicle Lane facility and coordinated with publicly funded service provided by the CCCTA (County Connection) and LAVTA (Wheels).
- 6.5b: The Specific Plan should include provisions for construction of a collector road system that provides efficient bus routing within 1/4 mile of 80% of the project households. Where feasible, cul-de-sacs that back up to arterials or collectors should have a pedestrian/bicycle path between the cul-de-sac and the road to allow convenient access to transit stops. In addition, the County should revise Figure 8 of the DVSP to eliminate the 90 degree turn in the right-of-way

reserved for rail transit to improve its viability for transit use. The alignment of Bollinger Canyon Road and Dougherty Road should be revised near their southerly intersection. Bollinger Canyon Road should be continuous with Dougherty Road going south. North of Bollinger Canyon Road, Dougherty Road should intersect to require right turns to continue south on Dougherty Road, or left turns to continue east on Bollinger Canyon Road.

- 6.56c: The Specific Plan trail system (Figure 13) should extend Class II bike lanes the full length of Dougherty Road. This bikeway system should be supplemented by on-street bicycle lanes on appropriate local roads to access all neighborhood commercial areas, parks, convenience retail areas, transit stops, park-and-ride lots, and the Village Center.
- 6.5d: The project proponents shall establish an ongoing transportation demand management (TDM) program during the buildout of the project that will include, at a minimum, a transportation coordinator to administer the TDM program, an information program regarding the transportation services available to residents, a telecommute work center in the Village Center, coordination efforts with employer-based TDM programs in the Tri-Valley area, and a monitoring program to determine the commute habits of project residents.
- 6.5e: The project proponents should work with the local telephone company to ensure that all housing units are wired for electronic technologies that accommodate telecommuting by residents.

Implementing mitigation measures 6.4 and 6.5 would reduce this impact to a less-than-significant level because the expected LOS would be better than F, as shown in Table 6-10.

Impact: Unacceptable LOS Expected at 16 Intersections Under 2010 No Project Conditions.

The following intersections are expected to experience an unacceptable LOS (V/C ratio above .89) even without the project during the a.m. or p.m. peak hours (Tables 6-10 and 6-11).

Camino Tassajara/Diablo Road*	p.m.
Camino Tassajara/Sycamore Valley*	a.m.
Camino Ramon/Bollinger Canyon Road	p.m.
Alcosta Boulevard/Bollinger Canyon Road	a.m. and p.m.
Blackhawk Road/Camino Tassajara*	a.m. and p.m.
I-680 NB Off-Ramp/Bollinger Canyon Road*	a.m.
Sunset Drive/Bollinger Canyon Road	p.m.
Village Parkway/I-680 Northbound Off-Ramp	a.m. and p.m.
Southern Pacific ROW/Dublin Extension	a.m.
Dougherty Road/Dublin Boulevard	p.m.

Table 6-10

**Future Intersection Conditions
A.M. Peak Hour**

Node No.	North-South Street	East-West Street	Year 2010				Cumulative			
			No Project		With Project		No Project		With Project	
			V/ C	LOS	V/ C	LOS	V/ C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	0.88	D	0.74	C	0.72	C	0.81	D
506	Camino Tass.	Sycamore Vly	0.96	E	0.97	E	0.88	D	1.04	E
514	Alcosta Blvd.	Crow Canyon	0.76	C	0.84	D	0.81	D	0.86	D
515	Camino Ramon	Crow Canyon	0.84	D	0.89	D	0.95	E	0.93	E
518	San Ramon Vly	Crow Canyon	0.59	A	0.66	B	0.58	A	0.63	B
521 ^a	Camino Ramon	Bollinger Cyn	0.87	D	0.94	E	0.84	D	0.95	E
522	Alcosta Blvd.	Bollinger Cyn	0.90	D	1.08	F	0.83	D	1.10	F
551	Dougherty Rd.	Bollinger Cyn	0.55	A	0.89	D	0.42	A	0.78	C
564	Blackhawk Rd.	Camino Tass.	1.16	F	1.31	F	1.21	F	1.40	F
942	I-680 NB Off	Diablo Rd.	0.71	C	0.62	B	0.64	B	0.65	B
943	I-680 SB Off	Diablo Rd.	0.44	A	0.43	A	0.47	A	0.42	A
945	I-680 NB On	Sycamore Vly	0.77	C	0.84	D	0.69	B	0.73	C
947	I-680 SB Off	Sycamore Vly	0.39	A	0.37	A	0.36	A	0.35	A
949	I-680 NB Off	Crow Canyon	0.81	D	0.84	D	0.94	E	0.88	D
951	I-680 SB Off	Crow Canyon	0.75	C	0.76	C	0.83	D	0.80	C
953	I-680 NB Off	Bollinger Cyn	1.13	F	1.06	F	1.17	F	1.09	F
955	I-680 SB Off	Bollinger Cyn	0.55	A	0.56	A	0.57	A	0.57	A
957	I-680 NB Off	Alcosta Blvd.	0.54	A	0.59	A	0.52	A	0.54	A
958	I-680 SB On	Alcosta Blvd.	0.58	A	0.65	B	0.58	A	0.62	B
1315	San Ramon Vly	I-680 SB Off	0.42	A	0.41	A	0.39	A	0.38	A
1361	Crow Cyn. Pl.	Crow Canyon	0.55	A	0.59	A	0.60	A	0.60	A
1369	Dougherty Rd.	Crow Canyon	0.53	A	0.71	C	0.60	A	0.71	C
1385	Sunset Dr.	Bollinger Cyn	0.81	D	0.86	D	0.84	D	0.86	D
1416	Highland Rd.	Camino Tass.	0.87	D	0.79	C	0.51	A	0.53	A
2201	Airway Blvd.	Dublin Extn.	0.89	D	0.91	E	0.87	D	0.89	D
2253	Village Pkwy	I-680 NB Off	0.93	E	0.92	E	1.04	F	1.13	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.32	A	0.47	A	0.31	A	0.48	A
2265	Dougherty Rd.	Old Ranch Rd.	0.39	A	0.79	C	0.48	A	0.92	E
2280	Dougherty Rd.	Amador Valley	0.71	C	0.91	E	0.96	E	1.19	F
2285	Amador Plaza	I-680 SB Off	0.49	A	0.54	A	0.40	A	0.44	A
2290	Dougherty Rd.	S.P. R.O.W.	0.28	A	0.39	A	0.76	C	0.95	E

Notes: a. Assumes south leg of Camino Ramon and other approaches will be improved as future development south of Bollinger Canyon Road requires. Intersection improvements assumed as: NB - 2 left-turn lanes, 1 through lane and 1 right-turn lane with future development. Also assumes second SB left-turn re-stripped for through lane; re-striping EB of right-turn lane; and WB two left-turn lanes.

Table 6-10 (cont'd)

Future Intersection Conditions
A.M. Peak Hour

Node No.	North-South Street	East-West Street	Year 2010				Cumulative			
			No Project		With Project		No Project		With Project	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
2291	S.P. R.O.W.	Dublin Extn.	1.00	E	1.10	F	0.96	E	1.18	F
2301	San Ramon Rd.	Dublin Blvd.	0.66	B	0.88	D	0.55	A	0.53	A
2307 ^b	Dougherty Rd.	Dublin Blvd.	0.81	D	0.99	E	0.93	E	1.03	F
2308	Dougherty Rd.	I-580 WB Off	0.60	A	0.62	B	0.65	B	0.69	B
2309	Hopyard Rd.	I-580 EB Off	0.76	C	0.80	C	0.95	E	1.03	F
2322	Tassajara Rd.	I-580 WB Off	0.61	B	0.61	B	0.84	D	0.84	D
2323	Santa Rita Rd	I-580 EB Off	0.70	B	0.71	C	0.77	C	0.78	C
2383	Fallon Rd.	Dublin Extn.	0.98	E	1.00	E	1.56	F	1.47	F
2384	Tassajara Rd.	Dublin Extn.	1.31	F	1.41	F	0.98	E	0.95	E
2385	Hacienda Dr.	Dublin Extn.	1.00	E	1.00	E	1.12	F	1.16	F
2386	Hacienda Dr.	I-580 WB Off	0.62	B	0.62	B	0.87	D	0.86	D
2387	Hacienda Dr.	I-580 EB Off	0.64	B	0.65	B	0.82	D	0.81	D
2507	Dougherty Rd.	S. Bollinger	0.46	A	0.80	C			0.75	C
2514	Tassajara Rd.	Fallon Extn.	1.24	F	1.15	F	1.35	F	1.33	F
2522	Camino Tass.	Windemere Pkwy			0.72	C			0.81	D
2601	Bollinger Cyn	E. Branch Rd.			0.43	A			0.49	A
2602	Bollinger Cyn	Windemere Pkwy			0.46	A			0.55	A
2604	East Branch Rd	Windemere Pkwy			0.45	A			0.71	C

Notes: LOS = Level of Service

V/C = Volume-to-Capacity Ratio

Refer to Appendix D for LOS work sheets

b. Calculation assumes one additional through lane NB and SB as part of the Dougherty Road widening project.

Table 6-11

**Future Intersection Conditions
P.M. Peak Hour**

Node No.	North-South Street	East-West Street	Year 2010				Cumulative			
			No Project		With Project		No Project		With Project	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	1.08	F	1.06	F	1.06	F	1.06	F
506	Camino Tass.	Sycamore Vly	0.88	D	0.91	E	0.86	D	0.92	E
514	Alcosta Blvd.	Crow Canyon	0.83	D	0.91	E	0.88	D	0.93	E
515	Camino Ramon	Crow Canyon	0.78	C	0.89	D	0.81	D	0.90	D
518	San Ramon Vly	Crow Canyon	0.84	D	0.86	D	0.83	D	0.85	D
521 ^a	Camino Ramon	Bollinger Cyn	1.06	F	1.17	F	1.02	F	1.15	F
522	Alcosta Blvd.	Bollinger Cyn	0.95	E	1.19	F	0.93	E	1.18	F
551	Dougherty Rd.	Bollinger Cyn	0.40	A	0.86	D	0.49	A	0.78	C
564	Blackhawk Rd.	Camino Tass.	0.95	E	1.22	F	1.08	F	1.21	F
942	I-680 NB Off	Diablo Rd.	0.69	B	0.68	B	0.69	B	0.70	B
943	I-680 SB Off	Diablo Rd.	0.57	A	0.59	A	0.59	A	0.57	A
945	I-680 NB On	Sycamore Vly	0.86	D	0.88	D	0.85	D	0.94	E
947	I-680 SB Off	Sycamore Vly	0.45	A	0.46	A	0.45	A	0.46	A
949	I-680 NB Off	Crow Canyon	0.40	A	0.47	A	0.40	A	0.43	A
951	I-680 SB Off	Crow Canyon	0.58	A	0.62	B	0.60	A	0.61	B
953	I-680 NB Off	Bollinger Cyn	0.85	D	0.84	D	0.86	D	0.83	D
955	I-680 SB Off	Bollinger Cyn	0.36	A	0.43	A	0.32	A	0.40	A
957	I-680 NB Off	Alcosta Blvd.	0.44	A	0.49	A	0.46	A	0.45	A
958	I-680 SB On	Alcosta Blvd.	0.50	A	0.52	A	0.50	A	0.51	A
1315	San Ramon Vly	I-680 SB Off	0.52	A	0.50	A	0.46	A	0.44	A
1361	Crow Cyn. Pl.	Crow Canyon	0.66	B	0.64	B	0.70	B	0.68	B
1369	Dougherty Rd.	Crow Canyon	0.87	D	1.10	F	1.27	F	1.15	F
1385	Sunset Dr.	Bollinger Cyn	1.24	F	1.25	F	1.28	F	1.26	F
1416	Highland Rd.	Camino Tass.	0.71	C	0.59	A	0.70	B	0.73	C
2201	Airway Blvd.	Dublin Extn.	1.06	F	1.05	F	1.15	F	1.15	F
2253	Village Pkwy	I-680 NB Off	1.16	F	1.31	F	1.15	F	1.30	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.35	A	0.48	A	0.34	A	0.53	A
2265	Dougherty Rd.	Old Ranch Rd.	0.29	A	0.65	B	0.41	A	0.77	C
2280	Dougherty Rd.	Amador Valley	0.64	B	0.89	D	0.75	C	0.98	E
2285	Amador Plaza	I-680 SB Off	0.63	B	0.63	B	0.61	B	0.58	A
2290	Dougherty Rd.	S.P. R.O.W.	0.56	A	0.93	E	0.81	D	1.19	F

Notes: a. Assumes south leg of Camino Ramon and other approaches will be improved as future development south of Bollinger Canyon Road requires. Intersection improvements assumed as: NB - 2 left-turn lanes, 1 through lane and 1 right-turn lane with future development. Also assumes second SB left-turn re-stripped for through lane; re-stripping EB of right-turn lane; and WB two left-turn lanes.

Table 6-11 (cont'd)

**Future Intersection Conditions
P.M. Peak Hour**

Node No.	North-South Street	East-West Street	Year 2010				Cumulative			
			No Project		With Project		No Project		With Project	
			V/ C	LOS	V/ C	LOS	V/ C	LOS	V/C	LOS
2291	S.P. R.O.W.	Dublin Extn.	0.68	B	0.93	E	1.01	F	1.19	F
2301	San Ramon Rd.	Dublin Blvd.	0.87	D	0.87	D	0.72	C	0.73	C
2307 ^b	Dougherty Rd.	Dublin Blvd.	0.95	E	1.18	F	1.21	F	1.27	F
2308	Dougherty Rd.	I-580 WB Off	0.57	A	0.61	B	0.57	A	0.59	A
2309	Hopyard Rd.	I-580 EB Off	0.59	A	0.67	B	0.68	B	0.73	C
2322	Tassajara Rd.	I-580 WB Off	0.89	D	0.91	E	0.96	E	0.96	E
2323	Santa Rita Rd	I-580 EB Off	1.08	F	1.10	F	1.19	F	1.18	F
2383	Fallon Rd.	Dublin Extn.	0.87	D	0.91	E	1.19	F	1.21	F
2384	Tassajara Rd.	Dublin Extn.	0.99	E	1.00	E	1.08	F	1.11	F
2385	Hacienda Dr.	Dublin Extn.	1.42	F	1.43	F	1.61	F	1.55	F
2386	Hacienda Dr.	I-580 WB Off	0.70	B	0.72	C	0.74	C	0.75	C
2387	Hacienda Dr.	I-580 EB Off	0.83	D	0.83	D	0.90	D	0.87	D
2507	Dougherty Rd.	S. Bollinger	0.44	A	0.71	C			0.86	D
2514	Tassajara Rd.	Fallon Extn.	1.21	F	0.93	E	1.10	F	1.12	F
2522	Camino Tass.	Windemere Pkwy			0.73	C			0.71	C
2601	Bollinger Cyn	E. Branch Rd.			0.47	A			0.50	A
2602	Bollinger Cyn	Windemere Pkwy			0.54	A			0.63	B
2604	East Branch Rd	Windemere Pkwy			0.49	A			0.56	A

Notes: LOS = Level of Service

V/C = Volume-to-Capacity Ratio

Refer to Appendix D-6 through D-8 for LOS work sheets

b. Calculation assumes one additional through lane NB and SB as part of the Dougherty Road widening project.

Santa Rita Road/I-580 Eastbound Off-Ramp*	p.m.
Fallon Road/Dublin Extension	a.m.
Tassajara Road/Dublin Extension	a.m. and p.m.
Hacienda Drive/Dublin Extension	a.m. and p.m.
Tassajara Road/Fallon Extension	a.m. and p.m.
Airway Boulevard/Dublin Extension	p.m.

* = impact identified in Draft EIR.

This impact is considered significant because these intersection operate at an unacceptable LOS under 2010 No Project conditions.

The Draft EIR identified five locations with unacceptable LOS under 2010 No Project conditions. Four of those locations appear in this listing (Alcosta Blvd/Bollinger Canyon Road, Blackhawk/Camino Tassajara, I-680 NB Off-Ramp/Bollinger Canyon Road, and Santa Rita/I-580 EB Off-Ramp). One impact at I-680 NB Off-Ramp/Alcosta Boulevard, was relieved as part of the revised methodology used for the Final EIR and does not appear in this listing. The revised methodology also caused two impacts identified in the Draft EIR under 2010 With Project conditions (Camino Tassajara/Diablo and Camino Tassajara/Sycamore Valley) to appear in this listing under 2010 No Project conditions.

The Final EIR identifies nine new locations with unacceptable LOS under 2010 No Project conditions that were not identified in the Draft EIR.

Mitigation Measure

- 6.6: The County, in conjunction with neighboring jurisdictions, should require all development contributing to 2010 No Project traffic conditions to contribute their pro rata shares toward the roadway improvements listed in Table 6-12. Calculation of pro rata share shall include an assessment of the benefits accrued to the project proponents.

Fourteen of these intersections would operate at acceptable LOS under mitigated conditions. Therefore, these intersection can be mitigated to a less-than-significant level.

However, two of these intersections, I-680 Northbound Off-Ramp/Bollinger Canyon Road and Camino Ramon/Bollinger Canyon Road, would not operate at an acceptable LOS under mitigated conditions. Therefore, impact at these intersections is significant and unavoidable.

The Draft EIR only identified one intersection, 1-680 Northbound Off-Ramp/Bollinger Canyon Road, with a significant and unavoidable impact under 2010 No Project conditions.

Table 6-12
Study Intersection Future Mitigations

Intersection				AM		PM		Recommended Mitigation
ID	Location			V/C	LOS	V/C	LOS	
505	Camino Tassajara at Diablo Road	2000 NP	(1)	0.74	C	0.66	B	(1) EB: widen/restripe to one right-turn lane and one through lane;
		2000 P	(1)	0.73	C	0.66	B	
		2010 NP	(1)	0.88	D	0.67	B	
		2010 P	(1)	0.74	C	0.63	B	
		Cumul	(1)	0.79	C	0.68	B	
506	Camino Tassajara at Sycamore Valley Road	2000 P	(1)	0.81	D	0.72	C	(1) WB: widen/restripe to one right and two through lanes. (2) SB: restripe to one shared left/right and one left-turn lane.
		2010 NP	(1)	0.81	C	0.88	D	
		2010 P	(2)	0.79	C	0.78	C	
		Cumul	(1,2)	0.83	D	0.81	D	
514	Alcosta Boulevard at Crow Canyon Road	2010 P	(1)	0.84	D	0.85	D	(1) NB: revise signal control to overlap right-turns with EB left-turns.
		Cumul	(1)	0.86	D	0.87	D	
515	Camino Ramon at Crow Canyon Road	Cumul	(1)	0.78 0.80	C	0.80 0.84	C	(1) WB: restripe to shared right and through, two through and two left-turns.
521	Camino Ramon at Bollinger Canyon Road	2000 NP	(1)	0.74	C	0.86	D	(1) SB: widen/restripe/change signal to two right-turn lanes overlapping with EB left; WB: widen/restripe to one right, three through and two left-turn lanes; EB: widen/restripe to one right, three through and two left-turn lanes. (2) NB: widen to add one right-turn lane.
		2000 P	(1)	0.82	D	0.88	D	
		2010 NP	(1)	0.84	D	0.98	E	
		2010 P	(1,2)	0.90	D	0.99	E	
		Cumul	(1,2)	0.91	E	0.97	E	
522	Alcosta Boulevard at Bollinger Canyon Road	2000 P	(1)	0.80	C	0.86	D	(1) SB: widen/restripe to one right, two through and one left lane. NB: widen/restripe to one right, two through and one left lane. (2) WB: add one through lane; EB: widen/restripe to one right, three through and two left-turn lanes.
		2010 NP	(1)	0.82	D	0.80	C	
		2010 P	(1,2)	0.85	D	0.85	D	
		Cumul	(1,2)	0.89	D	0.83	D	
564	Blackhawk Road at Camino Tassajara	2000 P	(1)	0.79	C	0.77	C	(1) NB: add second left-turn lane; EB: restripe existing third through to exclusive right-turn. (2) EB: add second right-turn lane. (3) SB: widen/restripe to add third through lane; (4) EB: widen/restripe to add third through and overlap right-turn with NB left.
		2010 NP	(1,2)	0.86	D	0.87	D	
		2010 P	(1,2,3)	0.84	D	0.81	D	
		Cumul	(1,2,3,4)	0.87	D	0.89	D	

Notes: P = Project, NP = No Project, Cumul = Cumulative with Project

Source: TJKM October 1992.

Table 6-12 (cont'd)
Study Intersection Future Mitigations

Intersection		Scenario	AM		PM		Recommended Mitigation
ID	Location		V/C	LOS	V/C	LOS	
945	I-680 NB on-ramp at Sycamore Valley Road	2000 P (1) Cumul (1,2)	0.82 0.66	D B	0.83 0.79	D C	(1) NB: widen/restripe to one right, two through and one left-turn lane. (2) EB widen/restripe to add third through lane to Brookside Drive.
953	I-680 NB off-ramp at Bollinger Canyon Road	Cumul (1)	0.95 0.94	E	0.84 0.83	D	(1) NB: widen right turn radius, construct raised island to convert curb right-turn lane to a free right-turn lane; restripe 2nd right turn lane to stay under signal control. Modify signal control.
1369	Dougherty Road at Crow Canyon Road	2010 P (1) Cumul (1)	0.71 0.71	C C	0.75 0.80	C C	(1) NB: modify traffic signal to overlap right-turns with WB left-turns; EB: widen/restripe to one right and three through lanes.
1385	Sunset Drive at Bollinger Canyon Road	2000 NP (1) 2000 P (1) 2010 NP (1) 2010 P (1) Cumul (1)	0.82 0.87 0.82 0.87 0.86	D D D D D	0.77 0.78 0.87 0.90 0.89	C C D D D	(1) NB: restripe to one shared right-through lane and two left-turn lanes. SB: widen Bollinger Canyon Road between Sunset Drive and NB I-680 on-ramp to provide second exclusive northbound on-ramp. Convert existing dual right-turn lanes into single free flow right turn lane.
2201	Airway Boulevard at Dublin Extension	2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.85 0.87 0.78	D D E	0.88 0.87 0.89	D D D	(1) EB: add third through lane. (2) WB: add third through lane; NB: add second right-turn lane; EB: add second right-turn lane.
2253	Village Parkway at I-680 NB off	2010 NP (1) 2010 P (1) Cumul (1)	0.61 0.61 0.81	B B D	0.72 0.88 0.86	C D D	(1) EB: restripe to one shared right and left and one exclusive left-turn lane.
2265	Dougherty Road at Old Ranch Road	Cumul (1)	0.69	B	0.54	A	(1) NB: widen Dougherty Road to six lanes between Old Ranch Road and South Bollinger Canyon SB: widen Dougherty Road to six lanes between Old Ranch Road and South Bollinger Canyon
2280	Dougherty Road at Amador Valley Road	2010 P (1) Cumul (1,2)	0.81 0.89	D D	0.78 0.83	C D	(1) SB: widen/restripe to one right and three through lanes; NB: add second left-turn lane. (2) EB: add second right-turn lane and signal overlap with NB left-turns.
2290	Dougherty Road at S.P. right-of-way	2010 P (1) Cumul (1)	0.45 0.61	A B	0.69 0.89	B D	(1) SB: add second left-turn lane; WB: add second right-turn lane.

Notes: P = Project, NP = No Project, Cumul = Cumulative

Source: TJKM October 1992.

Table 6-12 (cont'd)
Study Intersection Future Mitigations

Intersection		Scenario	AM		PM		Recommended Mitigation
ID	Location		V/C	LOS	V/C	LOS	
2291	Southern Pacific ROW at Dublin Extension	2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.89 0.75 0.77	D C C	0.58 0.56 0.86	A A D	(1) SB: add second left-turn lane. (2) WB: add fourth through lane; EB: add second left-turn lane.
2307	Dougherty Road at Dublin Boulevard	2000 NP (1) 2000 P (1) 2010 NP (1,2) 2010 P (1,2,3) Cumul (1,2,3,4)	0.64 0.75 0.81 0.92 0.76	B C D E C	0.80 0.88 0.82 0.92 0.94	C D D E E	(1) WB: add second left-turn lane. (2) SB: add second left-turn lane. (3) SB: add fourth through lane; NB: widen/restripe to provide separate right-turn lane; (4) WB: restripe third through lane to make room for a second EB right-turn lane; EB: add second right-turn lane and overlap with NB left-turn.
2309	Hopyard Road at I-580 EB off	Cumul (1)	0.87	D	0.73	C	(1) SB: add third through lane. (Planned with new overpass construction).
2322	Tassajara Road at I-580 WB off	2010 P (1) Cumul (1)	0.54 0.66	A B	0.67 0.70	B B	(1) NB: add third through lane. Requires new overpass to I-580.
2323	Santa Rita Road at I-580 EB off	2000 NP (1) 2000 P (1,2) 2010 NP (1,2,3) 2010 P (1,2,3) Cumul (1,2,3)	0.54 0.54 0.70 0.72 0.80	A A B C C	0.87 0.86 0.87 0.82 0.85	D D D D D	(1) EB: add separate through lane. (2) SB: add second left-turn lane; (3) NB: add third through lane.
2383	Fallon Road at Dublin Extension	2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.89 0.84 0.88	D D D	0.75 0.68 0.88	C B D	(1) SB: add separate right-turn lane; WB: add separate right-turn lane, and second left-turn lane; NB: add second left-turn lane. (2) SB: add third through lane and second left-turn lane. NB: add second right-turn, third through lane.

Notes: P = Project, NP = No Project, Cumul = Cumulative with Project

Source: TJKM October 1992.

Table 6-12 (cont'd)
Study Intersection Future Mitigations

Intersection		Scenario	AM		PM		Recommended Mitigation
ID	Location		V/C	LOS	V/C	LOS	
2384	Tassajara Road at Dublin Extension	2000 NP (1)	0.88	D	0.78	C	(1) WB: add third through lane and second left-turn lane; NB: add second left-turn lane; EB: add third through lane. (2) SB: add second right-turn lane and overlap with EB left-turns; WB: add fourth through lane; NB: add second right-turn lane. (3) NB: overlap right-turns with WB left-turns; EB: add second right-turn lane and overlap right-turns with NB left-turns. (4) SB: add second right-turn lane;
		2000 P (1)	0.81	D	0.80	C	
		2010 NP (1,2)	0.88	D	0.80	C	
		2010 P (1,2,3)	0.96	E	0.81	D	
		Cumul (1,2,3,4)	0.87	D	1.01	F	
2385	Hacienda Drive at Dublin Extension	2000 P (1)	0.86	D	0.87	D	(1) WB: add fourth through lane. (2) NB: restripe exclusive right-turn to free right-turn lane (Dublin Bl. east leg should have fourth lane to receive free right-turn); EB: widen/restripe to two right-turn, three through and one left-turn lanes and overlap right-turns with SB left-turns.
		2010 NP (1,2)	0.86	D	0.78	C	
		2010 P (1,2)	0.86	D	0.76	C	
		Cumul (1,2)	0.98	E	1.13	F	
2514	Tassajara Road at Fallon Extension	2010 NP (1)	0.85	D	0.59	A	(1) WB: add second left-turn lane; NB: widen/restripe to two right, two through and one left-turn lane. (2) SB: add third through lane; NB: add second two left-turn lane; (3) EB: restripe right-turn lane to free right-turn lane.
		2010 P (1,2)	0.80	C	0.54	C	
		Cumul (1,2,3)	0.89	D	0.80	C	

Notes: P = Project, NP = No Project, Cumul = Cumulative with Project.

Source: TJKM October 1992.

Impact: Change in V/C from Acceptable to Unacceptable Conditions at 11 Intersections under 2010 With Project Conditions as Compared with 2010 No Project Conditions.

The following intersections would experience an increase in V/C ratio from less than 0.89 to greater than 0.89 at the a.m. or p.m. peak hours with implementation of the proposed project as compared with 2010 No Project conditions.

* Camino Tassajara/Sycamore Valley	p.m.
Alcosta Boulevard/Crow Canyon Road	p.m.
Camino Ramon/Bollinger Canyon Road	a.m.
* Dougherty Road/Crow Canyon Road	p.m.
Dougherty Road/Amador Valley Boulevard	a.m.
Dougherty Road/SPROW	p.m.
Southern Pacific ROW/Dublin Extension	p.m.
* Dougherty Road/Dublin Boulevard	a.m.
Tassajara Road/I-580 WB Off-Ramp	p.m.
Fallon Road/Dublin Extension	p.m.
Airway Boulevard/Dublin Extension	a.m.

* = Impacts identified in Draft EIR.

This impact is considered significant because these intersection would operate at an unacceptable LOS under 2010 With Project conditions. These impacts would not occur under 2010 No Project conditions.

The Draft EIR identified three locations where LOS dropped from acceptable to unacceptable conditions when comparing 2010 With Project conditions with 2010 No Project conditions. One of those locations (Camino Tassajara/Sycamore Valley) appears in this listing. The impact in the Draft EIR at I-680 Northbound Off-Ramp/Sycamore Valley Road was relieved as a result of the revised methodology. The revised methodology also caused two impacts identified in the Draft EIR under Cumulative With Project conditions, to appear in this listing under 2010 With Project conditions (Dougherty Road/Crow Canyon Road and Dougherty Road/Dublin Boulevard).

The Final EIR identifies eight new locations where LOS drops from acceptable to unacceptable levels under 2010 With Project conditions as compared with 2010 No Project conditions, which were not identified in the Draft EIR.

Mitigation Measures

The mitigation measures identified below are required in addition to those required under 2010 No Project conditions.

- 6.5: This measure is described above.

- 6.7: The project proponents should contribute a pro rata fair share to fund the 2010 With Project intersection improvements listed in Table 6-12.
- 6.8: Provide planned roadway improvements according to the DVSP to serve phased growth of the area.
- 6.9: Install traffic signals at all study intersections on site.

Eight of the eleven impacted intersections listed above would operate at acceptable LOS under mitigated conditions. Therefore, these intersections can be mitigated to a less-than-significant level.

However, the intersections of Camino Ramon/Bollinger Canyon Road and Dougherty Road/Dublin Boulevard would not operate at acceptable LOS under mitigated conditions. Therefore, impacts at these intersections are considered significant and unavoidable.

The Draft EIR mitigated all new impacts under 2010 With Project conditions to a less-than-significant level.

Impact: Further Degradation of an Unacceptable LOS at 12 Intersections under 2010 With Project Conditions as Compared with 2010 No Project Conditions

The following intersections would experience further degradation of an unacceptable LOS with implementation of the project.

Camino Tassajara/Sycamore Valley	a.m.
Alcosta Boulevard/ Bollinger Canyon Road Rd.*	a.m. and p.m.
Blackhawk Road/Camino Tassajara*	a.m. and p.m.
Camino Ramon/Bollinger Canyon Road	p.m.
Sunset Drive/Bollinger Canyon Road	p.m.
Village Parkway/I-680 Northbound Off-Ramp	p.m.
Santa Rita Road/I-580 Eastbound Off-Ramp*	p.m.
Tassajara Road/Dublin Extension	a.m.
Hacienda Drive/Dublin Extension	p.m.
SPROW/Dublin Boulevard	a.m.
Fallon Road/Dublin Extension	a.m.
Dougherty Road/Dublin Boulevard*	a.m.
* = impact identified in Draft EIR.	

This impact is considered significant because these intersection would operate at an unacceptable LOS.

The Draft EIR identified a further degradation of unacceptable LOS at two of the intersections in this listing under 2010 With Project conditions (Blackhawk Road/Camino Tassajara and Alcosta Blvd/Bollinger Canyon Road). The revised methodology caused one

additional impact identified in the Draft EIR under Cumulative No Project conditions (Santa Rita Road/I-580 Eastbound Off-Ramp), to appear in this listing under 2010 With Project. The revised methodology covered one additional impact identified in the Draft EIR under Cumulative With Project conditions (Dougherty Road/Dublin Boulevard) to appear under this listing under 2010 With Project.

The Final EIR identifies eight new locations where further degradation of unacceptable LOS occurred under 2010 With Project conditions. These locations were not identified in the Draft EIR. Four of these new locations (Camino Tassajara/Sycamore Valley, Dougherty/Crow Canyon Road, Fallon/Dublin Extension, Tassajara/Dublin Extension), have an increase in V/C of .02 or less when compared with 2010 No Project conditions.

Mitigation Measures

The mitigation measures identified below are required in addition to those required under 2010 No Project conditions.

- 6.4, 6.7, 6.8, and 6.9: These measures are described above.

No additional intersection improvements beyond those recommended under 2010 No Project conditions are required for the intersections of Village Parkway/I-680 Northbound Off-Ramp and Hacienda Drive/Dublin Boulevard Extension.

Eight of the 12 impacted intersections listed above would operate at acceptable LOS under mitigated conditions. Therefore, these intersections can be mitigated to a less-than-significant level.

However, the intersections of Dougherty Road/Dublin Boulevard and Tassajara Road/Dublin Boulevard Extension would not operate at an acceptable LOS under mitigated conditions. Therefore, impacts at these intersections are considered significant and unavoidable.

No additional mitigation measure was recommended under the 2010 With Project conditions for the intersection of Sunset Drive/Bollinger Canyon Road. This intersection exceeds the required V/C ratio by .01 under mitigated conditions. No additional mitigation measure was recommended under the 2010 With Project conditions for the intersection of Camino Ramon/Bollinger Canyon Road. Therefore, impacts at these intersections are considered significant and unavoidable.

All impacts identified in the Draft EIR where further degradation of an unacceptable LOS occurred under 2010 With Project conditions were mitigated to a less-than-significant level.

Impact: Change in V/C from Acceptable to Unacceptable Conditions at 8 Intersections under Cumulative With Project Conditions as Compared with Cumulative No Project Conditions

The following intersections would experience an increase in V/C ratio from less than 0.89 to greater than 0.89 at the a.m. or p.m. peak hours with implementation of the proposed project:

Camino Tassajara/Sycamore Valley	a.m. and p.m.
Alcosta Blvd/Crow Canyon Road	p.m.
I-680 Northbound/Sycamore Valley Road*	p.m.
Dougherty Road/Old Ranch Road	a.m.
Dougherty Road/Southern Pacific ROW	a.m. and p.m.
Camino Ramon/Bollinger Canyon Road	a.m.
Alcosta Boulevard/Bollinger Canyon Road	p.m.
Dougherty Road/Amador Valley Road	p.m.

* = impact identified in Draft EIR.

This impact is considered significant because these intersections would operate at an unacceptable LOS under Cumulative With Project conditions. These impacts would not occur under Cumulative No Project conditions.

The Draft EIR identified five locations where LOS dropped from acceptable to unacceptable conditions when comparing Cumulative With Project conditions with Cumulative No Project conditions. Three of those impacts are now identified in Tables 6-10 and 6-11 of the Final EIR as impacts that occur under Cumulative No Project conditions (Dougherty Road/Crow Canyon Road, Dougherty Road/Dublin Boulevard and Hopyard/I-580 Eastbound Off-Ramp). The revised methodology eliminated the impact at Camino Tassajara/Diablo for the a.m. peak hour. One of the five locations (I-680 Northbound/Sycamore Valley Road) shown in the Draft EIR where LOS dropped from acceptable to unacceptable conditions for the a.m. peak hour now appears in the Final EIR for the p.m. peak hour.

The Final EIR identifies seven new locations where LOS drops from acceptable to unacceptable levels under Cumulative With Project conditions as compared with Cumulative No Project conditions. These impacts were not identified in the Draft EIR.

Mitigation Measure

- 6.10: The project proponents should contribute a pro rata share to fund implementation of the cumulative intersection improvements listed on Table 6-12 for the intersections of Camino Tassajara/Sycamore Valley Road, Dougherty Road/Old Ranch Road, and I-680 Northbound on-ramp/Sycamore Valley Road.

No additional mitigation measures beyond those recommended under 2010 With Project conditions are required for the intersections of Alcosta Boulevard/Crow Canyon Road, and Dougherty Road/SPROW for the Cumulative With Project conditions.

Six of the impacted intersections listed above would operate at acceptable LOS under mitigated conditions. Therefore, these intersections can be mitigated to a less-than-significant level.

Impact: Further Degradation of an Unacceptable LOS at 12 Intersections under Cumulative With Project Conditions as Compared with Cumulative No Project Conditions.

The following intersection would experience further degradation of an unacceptable LOS with implementation of the project:

Camino Ramon/Bollinger Canyon Road	p.m.
Blackhawk/Camino Tassajara*	a.m. and p.m.
Alcosta Boulevard/Bollinger Canyon Road*	a.m. and p.m.
Village Parkway/I-680 Northbound Off-Ramp	a.m.
Southern Pacific ROW/Dublin Extension	a.m. and p.m.
Dougherty Road/Dublin Boulevard*	a.m. and p.m.
Dougherty Road/Amador Valley	a.m.
Hopyard Road/I-580 Eastbound Off-Ramp*	a.m.
Hacienda Drive/Dublin Extension	a.m.
Fallon Road/Dublin Extension	p.m.
Tassajara Road/Dublin Extension	p.m.
Tassajara Road/Fallon Road	p.m.

* = impact identified in Draft EIR.

This impact is considered significant because these intersections would operate at an unacceptable LOS under Cumulative With Project conditions.

The Draft EIR identified two intersections that would experience further degradation of an unacceptable LOS under Cumulative With Project conditions (Blackhawk/Camino Tassajara and Alcosta Boulevard/Bollinger Canyon Road).

Dougherty Road/Dublin Boulevard was identified as an impact under Cumulative No Project and Cumulative With Project conditions in the Draft EIR.

Hopyard Rd/I-580 Eastbound Off-Ramp impact was identified only under Cumulative No Project conditions in the Draft EIR.

The Final EIR identified six new locations where LOS would experience further degradation under Cumulative With Project conditions as compared with Cumulative No Project conditions. Three of these locations (Fallon Road/Dublin Extension, Tassajara

Road/Dublin Extension, and Tassajara Road/Fallon Road have a LOS degradation of .03 or less under Cumulative With Project as compared with Cumulative No Project conditions.

Mitigation Measure

- 6.11: The project proponents should contribute a pro rata fair share to fund implementation of the cumulative intersection improvements listed on Table 6-12 for the intersections of Camino Ramon/Crow Canyon Road, Blackhawk Road/Camino Tassajara, Dougherty Road/Dublin Boulevard, and Hopyard Road/I-580 Eastbound Off-Ramp. The project proponents' share would be that amount required to return the intersection to its LOS under No Project conditions.

No additional mitigation measures beyond those recommended under 2010 With Project conditions are required for the intersections of Camino Tassajara/Diablo Road, Dougherty Road/Crow Canyon Road, Village Parkway/I-680 Northbound Off-Ramp, and SPROW/Dublin Boulevard Extension under the Cumulative With Project conditions.

Ten of the eleven impacted intersections listed above would operate at acceptable LOS under mitigated conditions. Therefore, these intersections can be mitigated to a less-than-significant level.

However, the intersection of Dougherty Road/Dublin Boulevard would not operate at acceptable LOS under mitigated conditions. Therefore, impacts at this intersection are considered significant and unavoidable.

Revised Table 7-3. Comparison of Predicted Worst-Case Carbon Monoxide Levels (in parts per million)

Receptor Location	Receptor Number	Existing Conditions		2010 No Project Conditions		2010 With Project Conditions		Cumulative No Project Conditions		Cumulative With Project Conditions	
		1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Tassajara Road/I-580	1	13.9	7.7	12.1	6.7	12.1	6.7	12.2	6.7	12.3	6.8
	2	14.3	8.0	12.7	7.0	12.4	6.8	12.8	7.1	12.9	7.1
	3	15.0	8.4	16.3	9.2	16.2	9.1	16.2	9.1	16.2	9.1
	4	14.9	8.3	14.8	8.3	14.9	8.3	14.8	8.3	15.4	8.6
Tassajara Road/Windmere	5	8.9	4.7	8.6	4.6	9.3	5.0	9.0	4.8	11.1	6.1
	6	9.1	4.9	8.1	4.3	9.1	4.9	8.3	4.4	10.2	5.5
	7	9.1	4.9	8.1	4.3	9.1	4.9	8.2	4.3	10.0	5.4
	8	8.9	4.7	8.3	4.4	9.4	5.0	8.6	4.6	10.9	5.9
Tassajara Road/Highland Road	9	8.0	4.2	7.4	3.8	7.5	3.9	7.7	4.0	7.9	4.1
	10	8.1	4.3	8.0	4.2	8.1	4.3	9.0	4.8	8.8	4.7
	11	8.4	4.4	7.9	4.1	8.0	4.2	8.7	4.6	8.5	4.5
	12	8.1	4.3	7.9	4.1	7.7	4.0	7.8	4.1	7.9	4.1
Dougherty Road/I-580	13	20.2	11.5	13.6	7.6	14.2	7.9	13.9	7.7	14.5	8.1
	14	27.1	15.7	17.8	10.1	18.1	10.3	18.3	10.4	18.3	10.4
	15	20.5	11.7	14.4	8.0	14.7	8.2	14.8	8.3	14.9	8.3
	16	23.3	13.4	16.6	9.4	16.2	9.1	17.0	9.6	16.3	9.2
I-680/I-580	17	19.5	11.1	13.6	7.6	14.0	7.8	13.8	7.7	14.1	7.9
	18	29.9	17.3	17.2	9.7	17.2	9.7	17.5	9.9	17.3	9.8
	19	19.1	10.9	13.9	7.7	14.1	7.9	14.3	8.0	14.3	8.0
	20	28.5	16.5	20.7	11.8	20.9	11.9	21.3	12.2	21.1	12.1
Alcosta Boulevard/Old Ranch Road	21	9.8	5.3	8.3	4.4	8.2	4.3	8.3	4.4	8.2	4.3
	22	10.6	5.8	8.9	4.7	9.2	4.9	8.9	4.7	9.0	4.8
	23	10.9	5.9	9.0	4.8	8.9	4.7	9.0	4.8	8.8	4.7
	24	9.8	5.3	8.5	4.5	8.6	4.6	8.4	4.4	8.6	4.6
Alcosta Boulevard/I-680	25	21.2	12.1	12.2	6.7	12.1	6.7	12.3	6.8	12.1	6.7
	26	20.1	11.5	11.6	6.4	11.6	6.4	11.7	6.4	11.6	6.4
	27	20.6	11.8	11.9	6.5	11.7	6.4	11.9	6.5	11.7	6.4
	28	22.0	12.6	12.2	6.7	12.2	6.7	12.3	6.8	12.2	6.7

Revised Table 7-3. Continued

Receptor Location	Receptor Number	Existing Conditions		2010 No Project Conditions		2010 With Project Conditions		Cumulative No Project Conditions		Cumulative With Project Conditions	
		1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Windmere Parkway/East Branch Road	29	8.9	4.7	7.6	4.0	8.2	4.3	7.6	4.0	8.2	4.3
	30	8.9	4.7	7.6	4.0	8.1	4.3	7.6	4.0	8.5	4.5
	31	8.9	4.7	7.6	4.0	8.9	4.7	7.6	4.0	9.3	5.0
	32	8.9	4.7	7.6	4.0	8.4	4.4	7.6	4.0	9.1	4.9
Dougherty Road/Old Ranch Road	33	9.4	5.0	9.3	5.0	10.5	5.7	9.5	5.1	10.5	5.7
	34	9.5	5.1	8.5	4.5	9.8	5.3	8.6	4.6	9.7	5.2
	35	9.6	5.2	8.7	4.6	9.9	5.3	8.8	4.7	9.9	5.3
	36	9.3	5.0	9.7	5.2	11.1	6.1	9.9	5.3	11.1	6.1
South Dougherty Road/Bollinger Canyon Road	37	9.1	4.9	8.6	4.6	10.8	5.9	8.8	4.7	10.9	5.9
	38	9.2	4.9	8.2	4.3	9.7	5.2	8.4	4.4	9.7	5.2
	39	9.3	5.0	8.4	4.4	10.8	5.9	8.5	4.5	10.8	5.9
	40	9.1	4.9	8.5	4.5	10.4	5.6	8.7	4.6	10.4	5.6
Bollinger Canyon Road/Windmere Parkway	41	9.1	4.9	7.8	4.1	9.5	5.1	7.8	4.1	9.5	5.1
	42	9.1	4.9	7.7	4.0	8.8	4.7	7.8	4.1	8.8	4.7
	43	9.1	4.9	7.7	4.0	8.5	4.5	7.8	4.1	8.5	4.5
	44	9.1	4.9	7.7	4.0	9.4	5.0	7.8	4.1	9.4	5.0
Bollinger Canyon Road/East Branch Road	45	9.0	4.8	7.7	4.0	10.2	5.5	7.8	4.1	10.2	5.5
	46	9.0	4.8	7.8	4.1	9.3	5.0	7.8	4.1	10.6	5.8
	47	9.0	4.8	7.8	4.1	9.1	4.9	7.8	4.1	9.6	5.2
	48	9.0	4.8	7.7	4.0	9.4	5.0	7.8	4.1	9.4	5.0
North Dougherty Road/Bollinger Canyon Road	49	9.3	5.0	8.9	4.7	10.3	5.6	8.7	4.6	10.4	5.6
	50	9.2	4.9	9.2	4.9	11.7	6.4	9.6	5.2	11.8	6.5
	51	9.6	5.2	10.2	5.5	12.7	7.0	10.1	5.5	12.9	7.1
	52	9.4	5.0	8.6	4.6	10.8	5.9	9.0	4.8	11.3	6.2
Crow Canyon Road/Dougherty Road	53	10.0	5.4	9.7	5.2	11.6	6.4	9.9	5.3	11.4	6.2
	54	11.0	6.0	11.6	6.4	12.7	7.0	9.7	5.2	12.3	6.8
	55	12.3	6.8	11.8	6.5	13.2	7.3	11.4	6.2	12.7	7.0
	56	9.9	5.3	10.8	5.9	12.9	7.1	10.4	5.6	12.6	7.0

Revised Table 7–3. Continued

Receptor Location	Receptor Number	Existing Conditions		2010 No Project Conditions		2010 With Project Conditions		Cumulative No Project Conditions		Cumulative With Project Conditions	
		1–Hour	8–Hour	1–Hour	8–Hour	1–Hour	8–Hour	1–Hour	8–Hour	1–Hour	8–Hour
Camino Tassajara Road/Crow Canyon Road	57	9.2	4.9	9.6	5.2	9.8	5.3	8.7	4.6	9.7	5.2
	58	10.5	5.7	12.0	6.6	12.7	7.0	9.8	5.3	12.3	6.8
	59	10.3	5.6	11.6	6.4	12.2	6.7	9.9	5.3	11.9	6.5
	60	9.8	5.3	10.6	5.8	11.5	6.3	9.2	4.9	11.0	6.0
Bollinger Canyon Road/Alcosta Boulevard	61	12.0	6.6	9.9	5.3	11.4	6.2	9.8	5.3	11.5	6.3
	62	14.0	7.8	11.4	6.2	12.4	6.8	11.2	6.1	11.8	6.5
	63	12.3	6.8	10.4	5.6	11.1	6.1	10.2	5.5	10.7	5.8
	64	11.6	6.4	10.2	5.5	10.8	5.9	10.0	5.4	10.5	5.7
Bollinger Canyon Road/Camino Ramon Road	65	13.1	7.3	10.6	5.8	11.0	6.0	10.4	5.6	10.6	5.8
	66	14.3	8.0	10.7	5.8	11.2	6.1	10.5	5.7	10.7	5.8
	67	12.9	7.1	10.7	5.8	11.0	6.0	10.5	5.7	10.7	5.8
	68	12.1	6.7	10.2	5.5	10.7	5.8	10.1	5.5	10.4	5.6
Bollinger Canyon Road/I–680	69	25.1	14.5	13.5	7.5	14.2	7.9	13.3	7.4	13.9	7.7
	70	24.8	14.3	13.1	7.3	13.0	7.2	13.3	7.4	13.0	7.2
	71	22.4	12.8	13.3	7.4	13.5	7.5	13.4	7.4	13.3	7.4
	72	27.5	15.9	13.3	7.4	13.5	7.5	13.7	7.6	13.5	7.5
Crow Canyon Road/Alcosta Boulevard	73	11.3	6.2	9.5	5.1	10.2	5.5	9.2	4.9	9.8	5.3
	74	12.0	6.6	10.6	5.8	10.9	5.9	10.5	5.7	10.7	5.8
	75	13.3	7.4	10.8	5.9	11.4	6.2	10.6	5.8	11.1	6.1
	76	12.5	6.9	11.0	6.0	11.4	6.2	10.9	5.9	11.3	6.2
Crow Canyon Road/Camino Ramon Road	77	11.4	6.2	9.4	5.0	9.8	5.3	9.2	4.9	9.6	5.2
	78	15.3	8.6	10.5	5.7	10.8	5.9	10.4	5.6	10.6	5.8
	79	16.8	9.5	11.2	6.1	11.5	6.3	11.2	6.1	11.3	6.2
	80	12.7	7.0	9.9	5.3	10.2	5.5	9.8	5.3	10.1	5.5
Crow Canyon Road/I–680	81	19.3	11.0	12.3	6.8	12.6	7.0	12.1	6.7	12.3	6.8
	82	24.3	14.0	12.3	6.8	12.4	6.8	12.5	6.9	12.3	6.8
	83	25.1	14.5	13.1	7.3	13.3	7.4	13.2	7.3	13.2	7.3
	84	22.1	12.7	12.1	6.7	12.2	6.7	12.2	6.7	12.2	6.7

Revised Table 7-3. Continued

Receptor Location	Receptor Number	Existing Conditions		2010 No Project Conditions		2010 With Project Conditions		Cumulative No Project Conditions		Cumulative With Project ^a Conditions	
		1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Sycamore Valley Boulevard/Camino Tassajara Road	85	10.5	5.7	9.6	5.2	10.2	5.5	9.3	5.0	9.3	5.0
	86	10.1	5.5	8.8	4.7	9.1	4.9	9.0	4.8	8.9	4.7
	87	10.4	5.6	10.4	5.6	10.9	5.9	10.7	5.8	10.3	5.6
	88	10.9	5.9	10.0	5.4	10.7	5.8	10.0	5.4	10.4	5.6
Sycamore Valley Boulevard/I-680	89	16.7	9.4	11.1	6.1	11.2	6.1	11.2	6.1	11.2	6.1
	90	17.4	9.8	11.3	6.2	11.3	6.2	11.6	6.4	11.3	6.2
	91	15.3	8.6	9.8	5.3	9.9	5.3	10.0	5.4	9.9	5.3
	92	22.0	12.6	13.1	7.3	13.1	7.3	13.2	7.3	13.1	7.3
Camino Tassajara Road/I-680	93	18.3	10.4	11.2	6.1	11.3	6.2	11.5	6.3	11.3	6.2
	94	27.0	15.6	14.9	8.3	15.0	8.4	15.0	8.4	15.0	8.4
	95	21.4	12.2	12.6	7.0	12.5	6.9	12.7	7.0	12.6	7.0
	96	20.0	11.4	13.3	7.4	13.8	7.7	13.3	7.4	13.5	7.5

Notes: Federal and State 8-hour standards for CO = 9 ppm.

Federal 1-hour standard for CO = 35 ppm.

State 1-hour standard for CO = 20 ppm.

8-hour average values = 0.60 x peak 1-hour values based on monitoring data.

CO concentrations include a "background" CO level of 6 ppm for 1-hour average and 3 ppm for 8-hour average.

Table 7-4. Project-Related Emissions in Pounds per Day

Land Use	ROG	NO _x	PM ₁₀	SO _x
Mobile Sources				
Single-family housing	285.1	651.2	70.5	82.7
Multifamily housing	211.3	482.1	52.1	61.3
Neighborhood retail	73.5	190.1	82.4	24.3
Community retail	102.9	266.3	115.4	34.1
Service offices	5.1	12.9	43.0	1.7
Offices	27.0	66.7	195.4	8.7
Elementary schools	17.2	43.3	136.4	5.6
Middle schools	9.0	22.6	77.5	2.9
High schools	18.8	47.1	161.5	6.1
Community college	90.2	226.1	775.3	29.4
Parks	2.8	7.3	3.2	0.9
Religious institutions	3.0	7.7	6.8	1.0
Golf course	4.8	12.5	11.0	1.6
Public use	<u>2.5</u>	<u>6.4</u>	<u>5.7</u>	<u>0.8</u>
Subtotal	853.2	2,042.3	1,736.2	261.1
Stationary Sources				
Residential and residential-related	<u>1,316.0</u>	<u>259.0</u>	<u>84.0</u>	<u>16.0</u>
Total	2,169.2	2,301.3	1,820.2	227.1

ROG = reactive organic gases.

NO_x = oxides of nitrogen.

PM₁₀ = particulate matter 10 microns or less in diameter.

SO_x = sulfur dioxide.

Source: Bay Area Air Quality Management District 1985.

Receptor Location	Receptor Number	Existing Conditions		Cumulative No-Project Conditions		Cumulative With-Project Conditions		Cumulative Conditions (Mitigated)	
		1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level
Tassajara Road/I-580	1	13.9	8.5	12.4	7.5	14.7	9.1	14.7	9.1
	2	14.3	8.8	12.2	7.3	14.9	9.2	14.9	9.2
	3	15.0	9.3	14.2	8.7	16.5	10.4	16.5	10.4
	4	14.9	9.2	14.4	8.9	17.0	10.7	17.0	10.7
Tassajara Road/Windemere Parkway	5	8.9	5.0	10.4	6.1	13.0	7.9	13.0	7.9
	6	9.1	5.2	8.5	4.8	13.2	8.0	13.2	8.0
	7	9.1	5.2	8.4	4.7	12.4	7.5	12.4	7.5
	8	8.9	5.0	9.6	5.5	13.7	8.4	13.7	8.4
Tassajara Road/Highland Road	9	8.0	4.4	7.5	4.1	8.0	4.4	8.0	4.4
	10	8.1	4.5	7.8	4.3	8.4	4.7	8.4	4.7
	11	8.4	4.7	7.8	4.3	8.3	4.6	8.3	4.6
	12	8.1	4.5	7.7	4.2	7.9	4.3	7.9	4.3
Dougherty Road/I-580	13	20.2	12.9	13.1	8.0	14.9	9.2	14.9	9.2
	14	27.1	17.8	15.1	9.4	15.9	9.9	15.9	9.9
	15	20.5	13.2	13.1	8.0	13.8	8.5	13.8	8.5
	16	23.3	15.1	14.2	8.7	14.5	9.0	14.5	9.0
I-680/I-580	17	19.5	12.5	11.7	7.0	12.1	7.3	12.1	7.3
	18	29.9	19.7	16.0	10.0	17.0	10.7	17.0	10.7
	19	19.1	12.2	12.0	7.2	12.5	7.6	12.5	7.6
	20	28.5	18.8	17.6	11.1	18.5	11.8	18.5	11.8
Alcosta Boulevard/Old Ranch Road	21	9.8	5.7	7.6	4.1	8.1	4.5	8.1	4.5
	22	10.6	6.2	7.9	4.3	8.2	4.5	8.1	4.5
	23	10.9	6.4	7.9	4.3	8.2	4.5	8.2	4.5
	24	9.8	5.7	7.6	4.1	8.1	4.5	8.1	4.5
Alcosta Boulevard/I-680	25	21.2	13.6	11.9	7.1	12.6	7.6	12.6	7.6
	26	20.1	12.9	11.2	6.6	11.8	7.1	11.8	7.1
	27	20.6	13.2	11.3	6.7	11.8	7.1	11.8	7.1

Receptor Location	Receptor Number	Existing Conditions		Cumulative No-Project Conditions		Cumulative With-Project Conditions		Cumulative Conditions (Mitigated)	
		1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level
Windemere Parkway/East Branch Road	28	22.0	14.2	12.2	7.3	13.0	7.9	13.0	7.9
	29	8.9	5.0	7.2	3.8	8.3	4.6	8.3	4.6
	30	8.9	5.0	7.2	3.8	8.6	4.8	8.6	4.8
	31	8.9	5.0	7.2	3.8	8.5	4.8	8.5	4.8
	32	8.9	5.0	7.2	3.8	8.9	5.0	8.9	5.0
Dougherty Road/Old Ranch Road	33	9.4	5.4	8.0	4.4	9.4	5.4	9.4	5.4
	34	9.5	5.5	7.7	4.2	9.6	5.5	9.6	5.5
	35	9.6	5.5	7.6	4.1	9.7	5.6	9.7	5.6
	36	9.3	5.3	8.2	4.5	9.8	5.7	9.8	5.7
South Dougherty Road/Bollinger Canyon Road	37	9.1	5.2	7.8	4.3	10.0	5.8	10.0	5.8
	38	9.2	5.2	7.6	4.1	9.2	5.2	9.2	5.2
	39	9.3	5.3	7.7	4.2	9.9	5.7	9.9	5.7
	40	9.1	5.2	7.7	4.2	9.8	5.7	9.8	5.7
Bollinger Canyon Road/Windmere Parkway	41	9.1	5.2	7.3	3.9	8.7	4.9	8.7	4.9
	42	9.1	5.2	7.3	3.9	8.3	4.6	8.3	4.6
	43	9.1	5.2	7.3	3.9	8.3	4.6	8.3	4.6
	44	9.1	5.2	7.3	3.9	8.6	4.8	8.6	4.8
Bollinger Canyon Road/East Branch Road	45	9.0	5.1	7.3	3.9	9.2	5.2	9.2	5.2
	46	9.0	5.1	7.3	3.9	8.9	5.0	8.9	5.0
	47	9.0	5.1	7.3	3.9	8.5	4.8	8.5	4.8
	48	9.0	5.1	7.3	3.9	8.7	4.9	8.7	4.9
North Dougherty Road/Bollinger Canyon Road	49	9.3	5.3	7.6	4.1	12.2	7.3	11.7	7.0
	50	9.2	5.2	8.5	4.8	13.8	8.5	13.6	8.3
	51	9.6	5.5	8.7	4.9	15.5	9.7	14.7	9.1
	52	9.4	5.4	8.1	4.5	13.1	8.0	12.8	7.8
Crow Canyon Road/Dougherty Road	53	10.0	5.8	9.2	5.2	13.9	8.5	13.9	8.5
	54	11.0	6.5	10.6	6.2	19.6	12.5	19.6	12.5

Receptor Location	Receptor Number	Existing Conditions		Cumulative No-Project Conditions		Cumulative With-Project Conditions		Cumulative Conditions (Mitigated)	
		1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level
Camino Tassajara Road/Crow Canyon Road	55	12.3	7.4	11.1	6.6	14.6	9.0	14.6	9.0
	56	9.9	5.7	9.7	5.6	17.8	11.3	17.8	11.3
	57	9.2	5.2	11.0	6.5	12.2	7.3	12.2	7.3
	58	10.5	6.2	10.9	6.4	14.5	9.0	14.5	9.0
	59	10.3	6.0	12.4	7.5	15.9	9.9	15.9	9.9
	60	9.8	5.7	11.5	6.9	15.3	9.5	15.3	9.5
Bollinger Canyon Road/Alcosta Boulevard	61	12.0	7.2	10.0	5.8	11.2	6.6	10.8	6.4
	62	14.0	8.6	11.5	6.9	13.0	7.9	11.6	6.9
	63	12.3	7.4	10.7	6.3	12.4	7.5	10.8	6.4
	64	11.6	6.9	9.8	5.7	11.0	6.5	10.1	5.9
Bollinger Canyon Road/Camino Ramon Road	65	13.1	8.0	11.2	6.6	11.9	7.1	11.9	7.1
	66	14.3	8.8	11.2	6.6	11.5	6.9	11.5	6.9
	67	12.9	7.8	12.2	7.3	12.8	7.8	12.8	7.8
	68	12.1	7.3	11.6	6.9	12.2	7.3	12.2	7.3
Bollinger Canyon Road/I-680	69	25.1	16.4	13.9	8.5	15.1	9.4	15.0	9.3
	70	24.8	16.2	14.4	8.9	15.1	9.4	15.1	9.4
	71	22.4	14.5	14.5	9.0	15.2	9.4	15.2	9.4
	72	27.5	18.1	14.4	8.9	15.1	9.4	15.1	9.4
Crow Canyon Road/Alcosta Boulevard	73	11.3	6.7	10.6	6.2	11.6	6.9	11.6	6.9
	74	12.0	7.2	12.4	7.5	12.8	7.8	12.8	7.8
	75	13.3	8.1	11.2	6.6	12.0	7.2	12.0	7.2
	76	12.5	7.6	11.0	6.5	11.7	7.0	11.6	6.9
Crow Canyon Road/Camino Ramon Road	77	11.4	6.8	9.4	5.4	9.9	5.7	9.9	5.7
	78	15.3	9.5	10.9	6.4	11.2	6.6	11.2	6.6
	79	16.8	10.6	11.7	7.0	12.3	7.4	12.3	7.4
	80	12.7	7.7	10.3	6.0	10.9	6.4	10.9	6.4

Receptor Location	Receptor Number	Existing Conditions		Cumulative No-Project Conditions		Cumulative With-Project Conditions		Cumulative Conditions (Mitigated)	
		1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level	1-Hour CO Level	8-Hour CO Level
Crow Canyon Road/I-680	81	19.3	12.3	13.2	8.0	13.8	8.5	13.8	8.5
	82	24.3	15.8	12.8	7.8	13.6	8.3	13.6	8.3
	83	25.1	16.4	13.9	8.5	14.7	9.1	14.7	9.1
	84	22.1	14.3	12.5	7.6	13.3	8.1	13.3	8.1
Sycamore Valley Boulevard/Camino Tassajara Road	85	10.5	6.2	8.2	4.5	11.2	6.6	11.2	6.6
	86	10.1	5.9	7.7	4.2	9.3	5.3	9.3	5.3
	87	10.4	6.1	8.3	4.6	11.8	7.1	11.8	7.1
	88	10.9	6.4	8.3	4.6	10.5	6.2	10.5	6.2
Sycamore Valley Boulevard/I-680	89	16.7	10.5	10.4	6.1	11.1	6.6	11.0	6.5
	90	17.4	11.0	10.4	6.1	11.4	6.8	11.4	6.8
	91	15.3	9.5	9.4	5.4	9.9	5.7	9.9	5.7
	92	22.0	14.2	12.3	7.4	13.1	8.0	13.1	8.0
Camino Tassajara Road/I-680	93	18.3	11.6	10.5	6.2	11.3	6.7	11.3	6.7
	94	27.0	17.7	13.3	8.1	14.5	9.0	14.5	9.0
	95	21.4	13.8	11.7	7.0	12.6	7.6	12.6	7.6
	96	20.0	12.8	11.1	6.6	12.3	7.4	12.3	7.4

Notes: Federal and state 8-hour standards for CO = 9 ppm.

Federal 1-hour standard for CO = 35 ppm.

State 1-hour standard for CO = 20 ppm.

8-hour average values = 0.60 x peak 1-hour values.

CO concentrations include a "background" CO level of 6 ppm for 1-hour average and 3 ppm for 8-hour average.

Table 8-3. Summary of Traffic Noise Analysis

Roadway	Segment	Existing Conditions	2010 No Project	2010 Plus Project	Buildout No Project	Buildout Plus Project	Direct Impact Comparison		Cumulative Impact Comparison Buildout Plus Project minus Existing Conditions
							2010 Plus Project minus No Project	Buildout Plus Project minus No Project	
Diablo Road	I-680 and to Camino Tassajara Road	67	67	67	67	67	0	0	0
Camino Tassajara Road	Diablo Road to Sycamore Valley Road	67	67	68	67	68	1	1	1
	Sycamore Valley Road to Crow Canyon Road	66	69	70	69	70	1	1	4
	Crow Canyon Road to Highland Road	64	69	69	69	69	0	0	5
	Highland Road to Windemere Parkway	61	61	62	65	64	1	-1	3
	Windemere Parkway to I-580	63	69	69	69	69	0	0	6
Sycamore Valley Road	I-680 to Camino Tassajara Road	65	69	69	68	69	0	1	4
Crow Canyon Road	I-680 to Alcosta Boulevard	70	71	71	71	71	0	0	1
	Alcosta Boulevard to Dougherty Road	68	68	68	68	68	0	0	0
	Dougherty Road to Camino Tassajara Road	64	68	68	68	68	0	0	4
Bollinger Canyon Road	I-680 to Camino Ramon	70	71	71	71	71	0	0	1
	Camino Ramon to Alcosta Boulevard	66	70	70	70	69	0	-1	3
	Alcosta Boulevard to Dougherty Road	62	65	67	66	67	2	1	5
	Dougherty Road to East Branch Road	0	(a)	67	(a)	67	(a)	(a)	(a)
	East Branch Road to Windemere Parkway	0	(a)	67	(a)	67	(a)	(a)	(a)
	Windemere Parkway to Dougherty Road	0	(a)	67	(a)	67	(a)	(a)	(a)
Alcosta Boulevard	Crow Canyon Road to Bollinger Canyon Road	66	67	68	67	68	1	1	2
	Bollinger Canyon Road to Old Ranch Road	62	62	62	62	63	0	1	1
	Old Ranch Road to I-680	67	67	66	66	67	-1	1	0
Dougherty Road	Crow Canyon Road to Bollinger Canyon Road	59	67	69	68	70	2	2	11
	Bollinger Canyon Road to Bollinger Canyon Road (South)	59	68	68	69	69	0	0	10
	Bollinger Canyon Road (South) to Old Ranch Road	59	66	70	67	70	4	3	11
	Old Ranch Road to Dublin Road	64	69	70	70	71	1	1	7
	Dublin Road to I-580	69	70	70	71	71	0	0	2
East Branch Road	Bollinger Canyon Road to Windemere Parkway	0	0	62	0	63	(a)	(a)	(a)
Windemere Parkway	Bollinger Canyon Road to East Branch Road	0	0	65	0	66	(a)	(a)	(a)
	East Branch Road to Tassajara Road	0	0	66	0	68	(a)	(a)	(a)
Old Ranch Road	Alcosta Boulevard to Dougherty Road	59	61	62	62	62	1	0	3
Highland Road	East of Camino Tassajara Road	54	63	62	63	63	-1	0	9
Blackhawk Road	North of Crow Canyon Road	66	67	67	67	67	0	0	1

(a) Roadway does not exist under existing or no-project conditions.

Table 8–5. Summary of Distances to Traffic Noise Contours for Existing Conditions

Roadway	Segment	Ldn at 100 Feet from Roadway Centerline	Distance from Roadway Centerline to Ldn Contour			
			55 Ldn	60 Ldn	65 Ldn	70 Ldn
Diablo Road	I–680 and to Camino Tassajara Road	67	596	277	128	60
Camino Tassajara Road	Diablo Road to Sycamore Valley Road	67	611	283	132	61
	Sycamore Valley Road to Crow Canyon Road	66	561	260	121	56
	Crow Canyon Road to Highland Road	64	399	185	86	40
	Highland Road to Windemere Parkway	61	243	113	52	24
	Windemere Parkway to I–580	63	325	151	70	(b)
Sycamore Valley Road	I–680 to Camino Tassajara Road	65	500	232	108	(b)
Crow Canyon Road	I–680 to Alcosta Boulevard	70	975	452	210	97
	Alcosta Boulevard to Dougherty Road	68	687	319	148	69
	Dougherty Road to Camino Tassajara Road	64	414	192	(b)	(b)
Bollinger Canyon Road	I–680 to Camino Ramon	70	1026	476	221	103
	Camino Ramon to Alcosta Boulevard	66	508	236	109	51
	Alcosta Boulevard to Dougherty Road	62	281	130	60	(b)
	Dougherty Road to East Branch Road	(a)	(a)	(a)	(a)	(a)
	East Branch Road to Windemere Parkway	(a)	(a)	(a)	(a)	(a)
	Windemere Parkway to Dougherty Road	(a)	(a)	(a)	(a)	(a)
Alcosta Boulevard	Crow Canyon Road to Bollinger Canyon Road	66	514	238	111	51
	Bollinger Canyon Road to Old Ranch Road	62	273	127	59	(b)
	Old Ranch Road to I–680	67	670	311	144	67
Dougherty Road	Crow Canyon Road to Bollinger Canyon Road	59	181	84	39	(b)
	Bollinger Canyon Road to Bollinger Canyon Road (South)	59	181	84	39	(b)
	Bollinger Canyon Road (South) to Old Ranch Road	59	181	84	(b)	(b)
	Old Ranch Road to Dublin	64	385	178	83	(b)
	Dublin Road to I–580	69	805	374	173	80
East Branch Road	Bollinger Canyon Road to Windemere Parkway	(a)	(a)	(a)	(a)	(a)
Windemere Parkway	Bollinger Canyon Road to East Branch Road	(a)	(a)	(a)	(a)	(a)
	East Branch Road to Tassajara Road	(a)	(a)	(a)	(a)	(a)
Old Ranch Road	Alcosta Boulevard to Dougherty Road	59	199	92	43	(b)
Highland Road	East of Camino Tassajara Road	54	88	(b)	(b)	(b)
Blackhawk Road	North of Crow Canyon Road	65	513	238	111	51

Notes: (a) Roadway does not exist under these conditions.

(b) Contour does not extend beyond the edges of the roadway.

Table 8–6. Summary of Distances to Traffic Noise Contours For 2010 No Project Conditions

Roadway	Segment	Ldn at 100 Feet from Roadway Centerline	Distance from Roadway Centerline to Ldn Contour			
			55 Ldn	60 Ldn	65 Ldn	70 Ldn
Diablo Road	I–680 and to Camino Tassajara Road	67	616	286	133	62
Camino Tassajara Road	Diablo Road to Sycamore Valley Road	67	665	309	143	67
	Sycamore Valley Road to Crow Canyon Road	69	821	381	177	82
	Crow Canyon Road to Highland Road	69	819	380	177	82
	Highland Road to Windemere Parkway	61	258	120	56	(b)
	Windemere Parkway to I–580	69	819	380	177	82
Sycamore Valley Road	I–680 to Camino Tassajara Road	69	802	372	173	(b)
Crow Canyon Road	I–680 to Alcosta Boulevard	71	1165	541	251	117
	Alcosta Boulevard to Dougherty Road	68	714	331	154	71
	Dougherty Road to Camino Tassajara Road	68	705	327	152	(b)
Bollinger Canyon Road	I–680 to Camino Ramon	71	1226	569	264	123
	Camino Ramon to Alcosta Boulevard	70	939	436	202	94
	Alcosta Boulevard to Dougherty Road	65	489	227	105	49
	Dougherty Road to East Branch Road	(a)	(a)	(a)	(a)	(a)
	East Branch Road to Windemere Parkway	(a)	(a)	(a)	(a)	(a)
	Windemere Parkway to Dougherty Road	(a)	(a)	(a)	(a)	(a)
Alcosta Boulevard	Crow Canyon Road to Bollinger Canyon Road	67	667	310	144	67
	Bollinger Canyon Road to Old Ranch Road	62	286	133	62	(b)
	Old Ranch Road to I–680	67	599	278	129	(b)
Dougherty Road	Crow Canyon Road to Bollinger Canyon Road	67	675	313	146	68
	Bollinger Canyon Road to Bollinger Canyon Road (South)	68	712	331	153	(b)
	Bollinger Canyon Road (South) to Old Ranch Road	66	513	238	110	(b)
	Old Ranch Road to Dublin Road	69	924	429	199	92
	Dublin Road to I–580	70	1080	501	233	108
East Branch Road	Bollinger Canyon Road to Windemere Parkway	(a)	(a)	(a)	(a)	(a)
Windemere Parkway	Bollinger Canyon Road to East Branch Road	(a)	(a)	(a)	(a)	(a)
	East Branch Road to Tassajara Road	(a)	(a)	(a)	(a)	(a)
Old Ranch Road	Alcosta Boulevard to Dougherty Road	61	263	122	57	26
Highland Road	East of Camino Tassajara Road	63	328	152	71	(b)
Blackhawk Road	North of Crow Canyon Road	67	639	297	138	64

Notes: (a) Roadway does not exist under these conditions.

(b) Contour does not extend beyond the edges of the roadway.

Table 8–7. Summary of Distances to Traffic Noise Contours for 2010 Plus Project Conditions

Roadway	Segment	Ldn at 100 Feet from Roadway Centerline	Distance from Roadway Centerline to Ldn Contour			
			55 Ldn	60 Ldn	65 Ldn	70 Ldn
Diablo Road	I–680 and to Camino Tassajara Road	67	587	273	127	59
Camino Tassajara Road	Diablo Road to Sycamore Valley Road	68	706	328	152	71
	Sycamore Valley Road to Crow Canyon Road	70	945	439	204	95
	Crow Canyon Road to Highland Road	69	808	375	174	81
	Highland Road to Windemere Parkway	62	275	128	59	(a)
	Windemere Parkway to I–580	69	824	382	177	82
Sycamore Valley Road	I–680 to Camino Tassajara Road	69	822	381	177	(a)
Crow Canyon Road	I–680 to Alcosta Boulevard	71	1188	551	256	119
	Alcosta Boulevard to Dougherty Road	68	756	351	163	76
	Dougherty Road to Camino Tassajara Road	68	773	359	166	(a)
Bollinger Canyon Road	I–680 to Camino Ramon	71	1246	578	268	125
	Camino Ramon to Alcosta Boulevard	70	944	438	203	94
	Alcosta Boulevard to Dougherty Road	67	638	296	137	64
	Dougherty Road to East Branch Road	67	678	315	146	68
	East Branch Road to Windemere Parkway	67	594	276	128	59
	Windemere Parkway to Dougherty Road	67	610	283	131	61
Alcosta Boulevard	Crow Canyon Road to Bollinger Canyon Road	68	689	320	148	69
	Bollinger Canyon Road to Old Ranch Road	62	299	139	64	(a)
	Old Ranch Road to I–680	66	582	270	125	(a)
Dougherty Road	Crow Canyon Road to Bollinger Canyon Road	69	926	430	199	93
	Bollinger Canyon Road to Bollinger Canyon Road (South)	68	773	359	167	77
	Bollinger Canyon Road (South) to Old Ranch Road	70	1046	486	225	105
	Old Ranch Road to Dublin Road	70	1078	500	232	108
	Dublin Road to I–580	70	1069	496	230	107
East Branch Road	Bollinger Canyon Road to Windemere Parkway	62	289	134	62	(a)
Windemere Parkway	Bollinger Canyon Road to East Branch Road	65	441	205	95	(a)
	East Branch Road to Tassajara Road	66	514	238	111	51
Old Ranch Road	Alcosta Boulevard to Dougherty Road	62	307	143	66	31
Highland Road	East of Camino Tassajara Road	62	312	145	67	(a)
Blackhawk Road	North of Crow Canyon Road	67	625	290	135	62

Note: (a) Contour does not extend beyond the edges of the roadway.

Table 8–8. Summary of Distances to Traffic Noise Contours for Buildout Conditions without the Project

Roadway	Segment	Ldn at 100 Feet from Roadway Centerline	Distance from Roadway Centerline to Ldn Contour			
			55 Ldn	60 Ldn	65 Ldn	70 Ldn
Diablo Road	I–680 and to Camino Tassajara Road	67	616	286	133	62
Camino Tassajara Road	Diablo Road to Sycamore Valley Road	67	672	312	145	67
	Sycamore Valley Road to Crow Canyon Road	69	922	428	199	92
	Crow Canyon Road to Highland Road	69	813	378	175	81
	Highland Road to Windemere Parkway	65	442	205	95	(b)
	Windemere Parkway to I–580	69	813	377	175	81
Sycamore Valley Road	I–680 to Camino Tassajara Road	68	774	359	167	(b)
Crow Canyon Road	I–680 to Alcosta Boulevard	71	1175	545	253	118
	Alcosta Boulevard to Dougherty Road	68	707	328	152	71
	Dougherty Road to Camino Tassajara Road	68	741	344	160	(b)
Bollinger Canyon Road	I–680 to Camino Ramon	71	1216	565	262	122
	Camino Ramon to Alcosta Boulevard	70	937	435	202	94
	Alcosta Boulevard to Dougherty Road	66	515	239	111	51
	Dougherty Road to East Branch Road	(a)	(a)	(a)	(a)	(a)
	East Branch Road to Windemere Parkway	(a)	(a)	(a)	(a)	(a)
	Windemere Parkway to Dougherty Road	(a)	(a)	(a)	(a)	(a)
Alcosta Boulevard	Crow Canyon Road to Bollinger Canyon Road	67	680	316	147	68
	Bollinger Canyon Road to Old Ranch Road	62	308	143	66	(b)
	Old Ranch Road to I–680	66	568	264	122	(b)
Dougherty Road	Crow Canyon Road to Bollinger Canyon Road	68	763	354	164	76
	Bollinger Canyon Road to Bollinger Canyon Road (South)	69	798	370	172	80
	Bollinger Canyon Road (South) to Old Ranch Road	67	632	293	136	(b)
	Old Ranch Road to Dublin Road	70	1054	489	227	105
	Dublin Road to I–580	71	1102	511	237	110
East Branch Road	Bollinger Canyon Road to Windemere Parkway	(a)	(a)	(a)	(a)	(a)
Windemere Parkway	Bollinger Canyon Road to East Branch Road	(a)	(a)	(a)	(a)	(a)
	East Branch Road to Tassajara Road	(a)	(a)	(a)	(a)	(a)
Old Ranch Road	Alcosta Boulevard to Dougherty Road	62	272	126	59	27
Highland Road	East of Camino Tassajara Road	63	332	154	71	(b)
Blackhawk Road	North of Crow Canyon Road	67	676	314	146	68

Notes: (a) Roadway does not exist under these conditions.

(b) Contour does not extend beyond the edges of the roadway.

Table 8–9. Summary of Distances to Traffic Noise Contours for Buildout Conditions Plus the Project

Roadway	Segment	Ldn at 100 Feet from Roadway Centerline	Distance from Roadway Centerline to Ldn Contour			
			55 Ldn	60 Ldn	65 Ldn	70 Ldn
Diablo Road	I–680 and to Camino Tassajara Road	67	622	288	134	62
Camino Tassajara Road	Diablo Road to Sycamore Valley Road	68	690	320	149	69
	Sycamore Valley Road to Crow Canyon Road	70	935	434	201	94
	Crow Canyon Road to Highland Road	69	827	384	178	83
	Highland Road to Windemere Parkway	64	398	185	86	(a)
	Windemere Parkway to I–580	69	919	426	198	92
Sycamore Valley Road	I–680 to Camino Tassajara Road	69	812	377	175	(a)
Crow Canyon Road	I–680 to Alcosta Boulevard	71	1177	546	253	118
	Alcosta Boulevard to Dougherty Road	68	745	346	161	75
	Dougherty Road to Camino Tassajara Road	68	782	363	168	(a)
Bollinger Canyon Road	I–680 to Camino Ramon	71	1222	567	263	122
	Camino Ramon to Alcosta Boulevard	69	921	428	199	92
	Alcosta Boulevard to Dougherty Road	67	628	292	135	63
	Dougherty Road to East Branch Road	67	676	314	146	68
	East Branch Road to Windemere Parkway	67	609	283	131	61
	Windemere Parkway to Dougherty Road	67	673	313	145	67
Alcosta Boulevard	Crow Canyon Road to Bollinger Canyon Road	68	686	318	148	69
	Bollinger Canyon Road to Old Ranch Road	63	320	149	69	(a)
	Old Ranch Road to I–680	67	590	274	127	(a)
Dougherty Road	Crow Canyon Road to Bollinger Canyon Road	70	928	431	200	93
	Bollinger Canyon Road to Bollinger Canyon Road (South)	69	801	372	173	80
	Bollinger Canyon Road (South) to Old Ranch Road	70	1078	500	232	108
	Old Ranch Road to Dublin Road	71	1126	522	243	113
	Dublin Road to I–580	71	1097	509	236	110
East Branch Road	Bollinger Canyon Road to Windemere Parkway	63	346	161	75	(a)
Windemere Parkway	Bollinger Canyon Road to East Branch Road	66	524	243	113	52
	East Branch Road to Tassajara Road	68	686	319	148	69
Old Ranch Road	Alcosta Boulevard to Dougherty Road	62	312	145	67	31
Highland Road	East of Camino Tassajara Road	63	328	152	71	(a)
Blackhawk Road	North of Crow Canyon Road	67	655	304	141	65

Note: (a) Contour does not extend beyond the edges of the roadway.

Table 11-1a. Summary of Vegetation Surveys Performed at the Project Site

Source	Survey Date(s)	Area Surveyed	Survey Focus	Comments
Gale Ranch resource survey	June, July, August, November, and December 1987	Gale Ranch property	Wetland habitat assessment, natural community description, wildlife survey	Fieldwork focused on water resources of the ranch, with spot checks of grassland areas; site reportedly searched for sensitive species; survey timing and intensity not adequate to detect early spring plant species
Windemere streams and wetland areas within U.S. Army Corps of Engineers' jurisdiction	March, April, May, and June 1990	Windemere project site	Identify potential jurisdictional areas pursuant to Section 404 of the Clean Water Act and Sections 1601-1606 of the California Fish and Game Code	Fieldwork focused on identifying boundaries of wetland habitats potentially under jurisdiction of Corps and DFG; survey not adequate to detect special-status species because of the focus on wetland habitats
Gale Ranch streams and wetland areas within U.S. Army Corps of Engineers' jurisdiction	August 1987 and January 1991	Gale Ranch property	Identify potential jurisdictional areas pursuant to Section 404 of the Clean Water Act and Sections 1601-1606 of the California Fish and Game Code	Fieldwork focused on identifying boundaries of wetland habitats potentially under jurisdiction of Corps and DFG; survey not adequate to detect special-status species because of the focus on wetland habitats
Camino Tassajara access road alignment: biological issues and Corps jurisdiction	March 1992	Proposed road alignment-Camino Tassajara	Identify potential jurisdictional areas and describe vegetation and wildlife resources	Survey timing not adequate to detect late spring plant species
Biological surveys of the Dougherty Valley Specific Plan Area	April, May, and June 1990	Dougherty Valley Specific Plan Area	Special-status plant species	Fieldwork conducted in accordance with DFG guidelines; survey timing sufficient to detect special-status plant species, if present; report does not include map of areas surveyed or indication of survey intensity (i.e., transect spacing or number of survey days spent at the site)

Sources: LSA 1989, 1990, 1991, 1992 and EIP 1990.

Species	Status ^a		Habitat Association	Reason for Special-Status Designations	Period of Identification
	Federal/State/CNPS	Distribution ^b			
<i>Helianthella castanea</i> Diablo rock-rose (Diablo helianthella)	C2/--/1b	Mt. Diablo Range, Berkeley Hills, San Bruno Mountains, and San Francisco-Bay View hills	Rocky sites with open to partially shaded canopy of various oak species; often of oak woodland-chaparral ecotone; 500-4,000 feet elevation	Limited numbers of occurrences within a rapidly expanding urban area; nearly all populations protected within state or East Bay regional park	April-July
<i>Hesperolinon breweri</i> Brewer's dwarf flax	C2/--/1b	Northern Mt. Diablo Range in Contra Costa and Alameda Counties and Vaca Mountains in Solano and Napa Counties	Bedrock outcrops; rock scree (serpentine on Mt. Diablo); clay soils with low herb cover; annual grasslands and openings in various oak woodland and chaparral communities	Evidence of recent declines unknown; natural distribution restricted within urbanizing counties but most occurrences within protected or undevelopable sites	April-May
<i>Holocarpha macradenia</i> Santa Cruz tarplant	C1/E/1b	Northern Coast Ranges in Monterey, Santa Cruz, Alameda, and Contra Costa Counties	Coastal prairie and valley foothill grasslands	Threatened by urbanization and agricultural land conversion	June-October
<i>Lasthenia conjugens</i> Contra Costa goldfields	C1/--/1b	Historically widespread in Coast Ranges from Mendocino to Santa Barbara Counties; believed extant in Alameda, Contra Costa, Solano, and Napa Counties; nearest reported population from near Byron, 5 miles (8 kilometers) northeast of Kellogg Creek watershed	Seasonal wetlands, including vernal pools, vernal meadows, and riverbanks; alkaline, clay-based soils typical	Limited number of extant occurrences compared with historic extent; occurrences within areas of rapid urban and agricultural expansion	March-April

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Chapter 4. Land Use			
Project-Related Impacts			
Impact: Inconsistency with San Ramon General and Specific Plans	Less than significant	No mitigation is required	Less than significant
Impact: Conversion of Substantial Portions of County's Stock of Convertible Land to Urban Use	Significant	5.28: This measure to provide funding for management of open space is described in Chapter 5, "Public Services and Utilities"	Significant and unavoidable
		11.2: This measure to reduce habitat fragmentation by purchasing or acquiring a conservation easement or other means of protection from development is described in Chapter 11, "Biological Resources"	
Impact: Conversion of Approximately 6,000 Acres of Nonprime but Important Agricultural Land to Urban and Open Space Uses	Significant	No mitigation is available	Significant and unavoidable
Impact: Potential Internal Land Use Incompatibility of Residential Land Uses with Camp Parks	Significant	4.1: The project proponents should install security fencing around the northern perimeter of the Camp Parks portion of the planning area to meet the location and materials specifications of the Army. The fencing should be installed regardless of the outcome of the proposed land transfer. It should be of sufficient height and strength to exclude vehicles and climbers and should include notices prohibiting trespassing	Less than significant
		8.5 or 8.6: These measures to locate new noise-sensitive land uses on the site so that noise from Army activities does not exceed County noise standards or to relocate noise-generating activities are described in Chapter 8, "Noise"	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact: Potential Incompatibility with Adjacent Land Uses	Significant	<p>4.2: The project proponents should design neighborhoods in the vicinity of the incompatible land use relationship areas to reduce or eliminate potential conflicts through implementation of DVSP Land Use Element Policy LU-1. This policy describes the target density and unit transfer concepts and their use to create distinctive and sensitively integrated neighborhoods. This policy is reinforced by Housing Element Policy H-2 to ensure that homes are consistent with the character of surrounding areas. These policies should be implemented by preliminary final development plans that affect the land use incompatibility areas identified in Figure 4-9 and described above.</p> <p>The preliminary final development plans should indicate how the identified land use incompatibilities will be addressed through use of density, intensity, setbacks, buffering, landscaping, fencing, grading, natural topographic features, building orientation, urban design solutions, and other approaches to sensitive site planning of the affected land use interface. The Community Development Department would be responsible for monitoring implementation of this mitigation measure at each more detailed stage of development from final development plans, tentative and final subdivision maps, to grading and building permits.</p>	Significant and unavoidable
Potential Internal Incompatibility of Residential Land Uses with Existing Electric Transmission Lines	Significant	13.1 and 13.2: These measures to measure or model the electric and magnetic field strengths and advise affected residents of adverse potential health effects are described in Chapter 13, "Electromagnetic Fields"	Less than significant
Potential Insufficiency of Commercial Areas to Serve Residential Needs	Less than significant	No mitigation is required	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Cumulative Impacts			
Cumulative Loss of Agricultural Land and Open Space	Significant	5.28 and 11.2: These measures are described below	Significant and unavoidable
Cumulative Pressure for Urban Growth beyond the Urban Limit Line	Less than significant	No mitigation is required	Less than significant
Chapter 5. Public Services and Utilities			
Project-Related Impacts			
Need for Collection and Treatment of 2.5-3.1 Millions Gallons per Day of Wastewater	Significant	<p>5.1: The project proponents and the County should apply to the Contra Costa County LAFCO for and obtain annexation of the planning area to Central San</p> <p>5.2: If obtaining wastewater service from Central San would be infeasible or if other reasons justify serving the project through another agency, the developers should apply to the Contra Costa County LAFCO and obtain annexation of the planning area to DSRSD for wastewater service</p> <p>5.3: The county should require the developers to provide the planning area's pro-rata share of all offsite wastewater service improvements necessary to serve the planning area. The Contra Costa Community Development Department and Central San (or DSRSD if obtaining wastewater service from Central San is infeasible) would be responsible for monitoring the success of this mitigation measure</p>	Less than significant
Need for Distribution and Treatment of Approximately 4.7 to 5.4 Millions Gallons per Day of Potable Water	Significant	<p>5.4: The project proponents and the County should apply to the Contra Costa County LAFCO for and obtain annexation of the planning area to EBMUD</p> <p>5.5: If obtaining water service from EBMUD would be infeasible, the developers should apply to the Contra Costa County LAFCO for and obtain annexation of the planning area to DSRSD for water service</p>	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>5.6: The County should require all landscaping to be irrigated with drip systems or water-efficient sprinkler systems</p> <p>5.7: The County should require the maximum use of recycled water where feasible for irrigation of open space areas and median strips. The County should also require the maximum use of recycled water for irrigation of private-lot landscaping, where feasible</p> <p>5.8: The county should require the developers to provide the planning area's pro-rata share of all offsite water service improvements necessary to serve the planning area. The Contra Costa Community Development Department and EBMUD (or DSRSD if obtaining water service from EBMUD is infeasible) would be responsible for monitoring the success of this mitigation measure</p>	
Need for Approximately 1,100 Gallons per Minute of Recycled Water	Significant	<p>5.9: The County should require the developers to provide the planning area's pro rata share of all offsite recycled water service improvements necessary to serve the planning area. Although the recycled water to be used in the planning area would originate at DSRSD's wastewater treatment plant, the agency responsible for providing water service to the planning area or the wastewater agency responsible for its distribution would also have to distribute recycled water because of State requirements</p> <p>5.10: The County should require that all open space, median strip, and private lot landscaping consist of drought-tolerant, non-invasive, low-water-use plant species where appropriate. The Contra Costa Community Development Department would be responsible for monitoring the success of this mitigation measure</p>	Less than significant
Need for a Recycled Water Distribution System	Significant	5.4 and 5.8: These measures are described above	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		5.11: The County should require the project proponents to develop all onsite recycled water service improvements necessary to serve the planning area if the County finds that the use of recycled water is appropriate and feasible	
Need for Drainage Infrastructure	Significant	10.1-10.3: These mitigation measures are discussed in Chapter 10, "Hydrology and Water Quality"	Less than significant
Generation of Approximately 25,000 Tons of Solid Waste Per Year	Significant	5.12: The County should require development in the Dougherty Valley planning area to participate in the countywide curbside recycling program 5.13: The County should require development in the Dougherty Valley planning area to participate in the County's composting program, when implemented	Less than significant
Demand for Solid Waste Collection Service	Less than significant	No mitigation is required	Less than significant
Need for Approximately Two CHP Patrol Positions to Provide Traffic-Related Law Enforcement Service	Significant	No mitigation is available 5.13a The California Highway Patrol should create two additional patrol positions at the Dublin office to serve the traffic-related law enforcement service needs of the project area. The CHP is responsible for monitoring the success of this mitigation measure. If the CHP is unable to create additional patrol positions, the County Sheriff Department should provide adequate staffing to mitigate this impact	Significant and unavoidable Less than significant
Need for Approximately Five Sheriff's Deputies and Necessary Equipment	Significant	5.14: The County should provide 4,500 square feet of substation space 5.15: The County should provide a minimum of five sheriff's deputies and vehicles to provide non-traffic-related law enforcement service to the planning area 5.16: The County should circulate development and open space management/ improvement plans to CCCSD for review and incorporate feasible suggestions before approval	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Need for Additional Fire Stations and Equipment	Significant	<p>5.17. The project proponents should dedicate one fire station site and reserve a second site in the planning area. 5.17: The project proponents should dedicate one fire station and reserve for dedication a second fire station site in the planning area. Fire station(s) should be constructed by the project proponents to provide fire response according to fire response standards set forth in General Plan policies 7-62 and 7-63 (i.e., urban/suburban areas would be within 1.5 miles or a 5-minute total response 90% of the time) and General Plan policies 7-66, 7-68, 7-70, 7-74, and 7-77.</p> <p>The project proponents should construct fire station(s) according to plans and specifications of the standard prototype to be approved by the SRVSPD. SRVFPD should also approve the location and staging of fire station site(s) and the equipping of the fire station(s) and accessory buildings (refer to Mitigation Measure 5.18). The County should condition the approval of the final development plans and tentative maps on the implementation of this mitigation measure, in consultation with SRVFPD, to provide fire response according to policies 7-62, 7-63, 7-68, 7-70, and 7-77. The Community Development Department, in consultation with SRVFPD, would be responsible for monitoring the success of this mitigation measure.</p> <p>5.18: The developers should construct the fire stations and fund acquisition of equipment needed to provide adequate fire and emergency medical response to the planning area</p>	Less than significant
Need for Additional Firefighters	Less than significant	No mitigation is required	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Increased Fire Hazards	Significant	<p>5.17 and 5.18: These measures are described above</p> <p>5.19: SRVFPD should review all plans for development of the planning area (e.g., preliminary, final, and neighborhood development final development plans and tentative map plans and subdivision maps)</p> <p>5.20: The East Bay Regional Parks District (EBRPD) or other responsible open space management agency should incorporate fire prevention measures approved by SRVFPD into its management of planning area open space areas (refer to mitigation measure 5.28 below)</p>	Less than significant
Need for Electric Service	Less than significant	No mitigation is required	Less than significant
Conflict with the PG&E Utility Line Easement	Less than significant	No mitigation is required	Less than significant
Need for Gas Service	Less than significant	No mitigation is required	Less than significant
Need for Telephone Service	Less than significant	No mitigation is required	Less than significant
Need for Cable Television Service	Less than significant	No mitigation is required	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Need for Additional School Facilities to Accommodate 2,618 Elementary School, 1,241 Middle School, and 2,068 High School Students	Significant	<p>5.21: The Contra Costa County Community Development Department should require the project proponents to dedicate land needed for the seven primary and secondary school facilities to the SRVUSD as a condition of approval of the preliminary final development plans</p> <p>5.22: The Community Development Department should condition the approval of preliminary, final and neighborhood development plans and tentative maps on the availability of adequate school facilities</p> <p>5.22a During the initial phases of development of Dougherty Valley, the need may arise for excess students to be housed at alternative sites prior to the completion of future school facilities. If the SRVSD is unable to accommodate additional students, the project proponents should provide temporary space at existing or alternative facilities until new facilities can be constructed</p>	Less than significant
Need to Accommodate Approximately 1,329 Community College Students	Significant	<p>5.23: The Community Development Department, CCCCD, San Ramon, and Danville should continue to work together to identify and develop an appropriate site for a community college in the San Ramon Valley</p> <p>5.24: The project proponents should remove the proposed junior college land use on Camp Parks from the DVSP land use plan and text because this site would not be available in the near future</p>	
Need for Childcare Facilities	Significant	<p>5.25: The Community Development Department should require the project proponents to ensure that childcare facilities are provided to serve the planning area according to the County's childcare ordinance as a condition of approval of neighborhood final development plans</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Need for Managed Open Space	Significant	5.26a: The SRVUSD should plan a before- and after-school childcare facility on the existing middle school site within the planning area	Less than significant
		5.26b: The Contra Costa County Community Development Department should require that the project proponents establish an acceptable funding mechanism and plan for providing temporary modular buildings capable of housing between 70 and 80 children at any one time at any offsite elementary schools impacted by students generated by development from Dougherty Valley, if necessary due to delays in opening onsite schools. The planning of childcare facilities will also be incorporated into such planning and funding mechanisms	
		5.27: The County should ensure that the open space areas depicted in Figure 5-6 would be managed by EBRPD or another appropriate agency 5.28: The County should ensure that one or more maintenance facilities for equipment storage to maintain the open space are located in the preliminary final development plans and constructed. The developer shall be responsible for constructing storage areas	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Need for A Regional Trail Easement along the Eastern Boundary of the Planning Area	Significant	<p>5.29. The project proponents should either revise the alignment of the trail easement so that it is entirely within the planning area or delete the portions of the trail that extend east of the Windemere property to indicate that these portions of the trail easement would not be available unless other steps were taken to secure them. 5.29 The project proponents should either revise the alignment of the trail easement so that it is entirely within the planning area <i>and least environmentally damaging</i>, or delete the portions of the trail that extends east of the Windemere property to indicate that these portions of the trail easement would not be available unless other steps were taken to secure them. This mitigation measure should be implemented <i>prior to adoption of the final development plan, before adoption of the DMSP.</i> The Community Development Department and EBRPD would be responsible for monitoring the success of this mitigation measure.</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>5.30: EBRPD should acquire offsite easements from the landowners east of the Windemere property or the properties themselves to allow the regional trail east of Dougherty Road to be constructed as shown in Figure 5-7 or a temporary trail shall be located on planning area lands until the necessary easements can be acquired. 5.30: EBRPD should acquire offsite easements from the landowners east to the north and south of the Windemere property or the properties themselves to allow the regional trail east of Dougherty Road to be constructed as shown in Figure 5-7 or a temporary trail shall be located on the planning area lands until the necessary easements can be acquired to allow connection to a regional trail system. This mitigation measure should be implemented during construction of the regional trail on the project site soon after completion as soon as EBRPD is able to connect this trail section into the constructed portions of the trail. EBRPD and the Community Development Department would be responsible for monitoring the success of this mitigation measure.</p> <p>5.31: The County should establish a landscape and lighting district or Mello-Roos community facilities district to finance the maintenance of the regional trail east of Dougherty Road and its corresponding staging area</p>	
Need for 43.5 Acres of Neighborhood Parkland and 72.5 Acres of Community Parkland	Significant	<p>5.32: The County should require the project proponents to dedicate land for the parks identified on Figure 5-7 and build facilities according to the general plan standards in Table 5-3 and the County park dedication ordinance</p> <p>5.33: The County should form a Mello-Roos or landscape and lighting district to manage the parks and recreational facilities and resources in the planning area, excluding those areas managed by EBRPD or another public agency</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Need for 11,600 Square Feet of Library Facilities	Significant	<p>5.34 The project proponent should dedicate one site for a public library and provide 11,600 square feet of library space.</p> <p>5.35 The proponents should construct the library and fund acquisition of the materials necessary to operate the library.</p>	Less than significant
Chapter 6. Circulation			
Project-Related Impacts			
Exceedence of Crow Canyon Road Planned Capacity under 2010 With Project Conditions	Significant	6.1 The project proponents should construct or contribute a pro-rata share toward improving Crow Canyon Road from a four-lane to a six-lane arterial between Dougherty Road and Camino Tassajara	Less than significant
Exceedence of Tassajara Road Planned Capacity under 2010 No Project and 2010 With Project Conditions	Significant	6.2 The project proponents should contribute a pro-rata share toward improving Tassajara Road from a two-lane to a four-lane arterial between Dublin Boulevard and Fallon Road	Less than significant
LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under 2010 With Project Conditions	Significant	<p>6.3 The County, in cooperation with neighboring jurisdictions and the CMAAs of Alameda and Contra Costa Counties, should initiate development of Deficiency Plans for I-680 and I-580 pursuant to State law, which would consider the following actions:</p> <p>6.3a Implementation of enhanced transit service in the Tri-Valley region. Key elements to the regional transit effort include provision for a rail transit system along the I-680 and I-580 corridors with connections at the Pleasant Hill and future East Dublin BART stations, feeder bus service to key rail junctions, and integration of expanded local bus service across jurisdictional boundaries</p>	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>6.3b Implementation of alternative transportation corridors that will relieve excessive future travel demands on I-580 and I-680. Current alternatives include upgrading of Route 84 through Livermore to freeway standards and extending this freeway north of I-580 to the Route 4 freeway through Brentwood, as well as improved access to the south.</p> <p>6.3c Adopt plans to enhance the capacity of freeway corridors. Possible TSM measures include ramp metering, high-occupancy vehicle lanes, and an integrated Traffic Operations System (TOS) currently considered by Caltrans.</p> <p>6.3d Adoption of regional land use plans that address the jobs/housing imbalance of existing General Plans and that seek to lessen the demand for automobile travel into, out of, and through the Tri Valley transportation system.</p> <p>6.3e The County shall require the developer to participate in a regional transportation mitigation program as determined through Measure C (1988). The amount of any regional transportation fee or assessment shall be calculated by using the rate in effect at the time of issuance of a building permit or certificate of occupancy for this project, or as otherwise determined by the agency with legal authority to set such fees.</p>	
LOS F Expected on I-580 between I-680 and Fallon Road under 2010 With Project Conditions	Significant	6.3. This measure is described above.	Significant and unavoidable
LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under 2010 With Project Conditions	Significant	6.3. This measure is described above.	Significant and unavoidable
LOS F Expected on I-580 between I-680 and Fallon Road under 2010 With Project Conditions	Significant	6.3. This measure is described above.	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Cumulative Impacts			
LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under Cumulative No Project Conditions	Significant	6.3. This measure is described above	Significant and unavoidable
LOS F Expected on I-580 between Hacienda Drive and Fallon Road under Cumulative No Project Conditions	Significant	6.3. This measure is described above	Significant and unavoidable
LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under Cumulative With Project Conditions	Significant	6.3. This measure is described above	Significant and unavoidable
LOS F Expected on I-580 between Hacienda Drive and Fallon Road under Cumulative With Project Conditions	Significant	6.3. This measure is described above	Significant and unavoidable
Unacceptable Level of Service Expected at Five Intersections under 2010 No Project Conditions	Significant	6.4. The County, in conjunction with neighboring jurisdictions, should require all development contributing to 2010 No Project traffic conditions to contribute their pro-rata shares toward the following roadway improvements (Table 6-11). Calculation of pro-rata shares shall include an assessment of the benefits accrued to the project proponents.	Less than significant
Blackhawk Road/Camino Tassajara			
I-680 northbound off-ramp/Bollinger Canyon Road			
Alcosta Boulevard/Bollinger Canyon Road		6.4a. Blackhawk Road/Camino Tassajara: Rectripe Camino Tassajara eastbound to provide one left turn lane, two through lanes, and one right turn lane; rectripe northbound right turn lane to free flow right turn lane;	
I-680 northbound off-ramp/Alcosta Boulevard			
Santa Rita Road/I-580 eastbound offramp			

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		6.4b I-680 northbound off-ramp/Bollinger Canyon Road: widen to add fourth westbound through lane;	
		6.4c Alcosta Boulevard/Bollinger Canyon Road: Widen to add one free-flow right-turn lane to Alcosta Boulevard southbound, modify traffic signal control;	
		6.4d I-680 northbound off-ramp/Alcosta Boulevard: Widen and restripe to provide second westbound right-turn lane, widen northbound on-ramp to accept two right-turn lanes; and	
		6.4e Santa Rita Road/I-580 eastbound off-ramp: Add one through lane to Santa Rita Road southbound; widen eastbound off-ramp to provide two left-turn one shared left-turn plus through lane, and one free right-turn lane	
Drop in LOS from Acceptable to Unacceptable Conditions at Three Intersections under 2010 With Project Conditions	Significant	6.5 The project proponents should contribute a pro rata fair share to fund the following roadway improvements (Table 6-15):	Less than significant
Camino Tassajara/Diablo Road		6.5a Camino Tassajara/Diablo Road: Add a second left-turn lane northbound, widen for a second westbound through lane;	
I-680 northbound off-ramp/Sycamore Valley Road		6.5b I-680 northbound off-ramp/Sycamore Valley Road: Add one lane for one left-turn lane, two through lanes, and one right-turn lane to the I-680 off-ramp	
Sycamore Valley Road/Camino Tassajara		6.5c Sycamore Valley Road/Camino Tassajara: Widen for a second left-turn lane on southbound Camino Tassajara	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>6.6. The project proponents should implement the following measures to reduce the demand for automobile travel to and from the planning area:</p> <p>6.6a. provide transit service to Dougherty Valley to reduce the offsite trip generation; at a minimum, regularly scheduled service should be provided to major activity centers, such as Bishop Ranch, Blackhawk Plaza, Hacienda Business Park, Stoneridge Mall, the East Dublin BART station, and coordinated with existing service provided by CCTA and Wheels;</p> <p>6.6b. provide park and ride lots near the village center to encourage ridesharing and use of transit alternatives;</p> <p>6.6c. provide commercial and service facilities that will serve the Dougherty Valley and Tassajara Valley communities</p> <p>6.7. provide planned roadway improvements according to the DVSP to serve phased growth of the area</p> <p>6.8. install traffic signals at all study intersections onsite</p>	
<p>Further Degradation of an Unacceptable LOS at Two Intersections under 2010 With Project Conditions</p> <p>Blackhawk Road/Camino Tassajara</p> <p>Altocta Boulevard/Bollinger Canyon Road</p>	<p>Significant</p>	<p>6.6, 6.7, and 6.8. These measures are described above</p>	<p>Less than significant</p>

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Drop in LOS from Acceptable to Unacceptable Conditions at Five Intersections under Cumulative With Project Conditions	Significant	6.10. The project proponents should contribute a pro rata fair share to fund implementation of the following roadway improvements (Table 6-16) in addition to those previously specified under cumulative no project conditions:	Less than significant
Camino Tassajara/Diablo Road		6.10a. Camino Tassajara/Diablo Road: No additional mitigation measures than those provided in Table 6-15	
I-680 northbound off-ramp/Sycamore Valley Road		6.10b. I-680 northbound off-ramp/Sycamore Valley Road: Widen to provide an additional westbound right-turn lane onto northbound on-ramp. Widen and restripe on-ramp to receive additional turn lane	
Dougherty Road/Crow Canyon Road		6.10c. Dougherty Road/Crow Canyon Road: Restripe Dougherty Road's northbound right-turn lane to provide a free right-turn lane	
Dougherty Road/Dublin Boulevard			
Hopyard Road/I-580 eastbound off-ramp			
Further Degradation of an Unacceptable LOS at Two Intersections under Cumulative With Project Conditions	Significant	6.11. The project proponents should fund their share of the following intersection improvements, in addition to those previously specified under cumulative no project conditions. The project proponents' share would be that amount required to return the intersection to its LOS under no project conditions	Less than significant
Blackhawk Road/Camino Tassajara		Blackhawk Road/Camino Tassajara: Add a third left turn lane to southbound Crow Canyon Road and	
Alecosta Boulevard/Dollinger Canyon Road		Alecosta Boulevard/Dollinger Canyon Road: No additional mitigation measures other than those provided in Table 6-15	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Project-Related Impacts			
Impact: Exceedance of Crow Canyon Road Planned Capacity under 2010 No Project Conditions	Significant	6.1: The project proponents should construct or contribute a pro rata share toward improving Crow Canyon Road from a four-lane to a six-lane arterial between Dougherty Road and Tassajara Ranch Road	Less than significant
Impact: Exceedance of Dublin Boulevard Planned Capacity under 2010 No Project Conditions	Significant	6.2: Parking should be eliminated on Dublin Boulevard from Dougherty Road to Village Parkway. Dublin Boulevard should be re-striped to six-lanes between Sierra Court and Dougherty Road	Less than significant
Impact: Exceedance of Crow Canyon Road Planned Capacity under 2010 With Project Conditions	Significant	6.1: This measure is described above	Less than significant
Impact: Exceedance of Tassajara Road Planned Capacity under 2010 With Project Conditions	Significant	6.3: The project proponents should construct or contribute a pro rata share toward improving Tassajara Road from a four-lane to a six-lane arterial between Dublin Boulevard and Fallon Road	Less than significant
Impact: Exceedance of Dublin Boulevard Planned Capacity under 2010 With Project Conditions	Significant	6.2: This measure is described above	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact: LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under 2010 No Project Conditions	Significant and unavoidable	<p>6.4: The County should incorporate preparation of deficiency plans for I-580 and I-680 pursuant to the Congestion Management Programs for Alameda and Contra Costa counties, and pursuant to the CCTA Growth Management Program's Action Plan requirements. The deficiency plans and Action Plans will be prepared in cooperation with Alameda County; the cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon; the Congestion Management Agencies for Alameda and Contra Costa Counties; the Bay Area Air Quality Management District; Caltrans; BART; CCCTA; and LAVTA as part of the Tri-Valley Transportation Plan</p> <p>6.4a: Implementation of enhanced transit service in the Tri Valley region. Key elements to the regional transit effort include provision for a rail transit system along I-680 and I-580 corridors with connections at the Pleasant Hill and future Dublin BART stations, feeder bus service to key rail junctions, and integration of expanded local bus service across jurisdictional boundaries.</p> <p>6.4b: Implementation of alternative transportation corridors that will relieve excessive future travel demands on I-580 and I-680. Current alternatives include upgrading of Route 84 through Livermore to freeway standards and extending this freeway north to Brentwood, realigning Windemere Parkway at Tassajara Road to be opposite Fallon Road, and provide additional arterial extensions from the project site to the east toward Highland Road and south towards Hacienda Drive.</p> <p>6.4c: Adopt plans to enhance the capacity of freeway corridors. Possible TSM measures include ramp metering, high-occupancy vehicle lanes, and an integrated Traffic Operations System (TOS) currently considered by Caltrans.</p>	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>6.4d: Adoption of regional land use plans that address the jobs/housing imbalance of existing General Plans and that seek to lessen the demand for automobile travel into, out of, and through the Tri-Valley transportation system</p> <p>6.4e: The County shall require the project proponents to participate in a regional transportation mitigation program as determined through the Measure C-88 growth management process to ensure each project proponent is paying their share of the costs associated with the project. The amount of any regional transportation fee or assessment shall be calculated by using the rate in effect at the time of issuance of a building permit or certificate of occupancy for this project, or as otherwise determined by the agency with legal authority to set such fees</p> <p>6.4f: To avoid precluding implementation of alternative transportation corridors that may be recommended in the Tri Valley Transportation Plan, the following policy and text should be incorporated into the specific plan along with corresponding revisions to the specific plan circulation map (Figure 8)</p>	
Impact: LOS F Expected on I-580 from I-680 to East of Hacienda Drive under 2010 No Project Conditions	Significant and unavoidable	No mitigation is available	Significant and unavoidable
Impact: LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under 2010 With Project Conditions	Significant and unavoidable	No mitigation is available	Significant and unavoidable
Impact: LOS F Expected on I-580 between I-680 to East of Hacienda Drive under 2010 With Project Conditions	Significant and unavoidable	No mitigation is available	Significant and unavoidable
Impact: LOS F Expected on I-680 between Bollinger Canyon Road and I-580 under Cumulative No Project Conditions and With Project Conditions	Significant and unavoidable	6.4: This mitigation measure is described above.	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact: Unacceptable LOS Expected on I-580 between I-680 and east of Hacienda Drive under Cumulative No Project and With Project Conditions	Significant and unavoidable	6.4: This mitigation measure is described above	Less than significant
		6.5: The project incorporates provisions to accommodate alternate forms of transportation such as construction of park-and-ride lots, bikeways and pedestrian paths linking residential areas to major activity centers, bicycle parking, commercial and service facilities to serve the project and nearby neighborhoods, bus turn-outs and passenger shelters, and reservation of right-of-way for future rail transit. The following strategies in this mitigation measure are required to enhance the project's provisions to reduce the demand for automobile traffic	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>6.5a: The project proponents should provide enhanced transit service to Dougherty Valley to reduce offsite trip generation; at a minimum regularly scheduled bus service should be provided between Dougherty Valley and major activity centers such as Bishop Ranch, Hacienda Business Park, Stoneridge Mall, the East Dublin BART Station, and the I-680 High Occupancy Vehicle Lane facility and coordinated with publicly funded service provided by the CCCTA (County Connection) and LAVTA (Wheels)</p>	
		<p>6.5b: The Specific Plan should include provisions for construction of a collector road system that provides efficient bus routing within 1/4 mile of 80% of the project households. Where feasible, cul-de-sacs that back up to arterials or collectors should have a pedestrian/bicycle path between the cul-de-sac and the road to allow convenient access to transit stops. In addition, the County should revise Figure 8 of the DVSP to eliminate the 90 degree turn in the right-of-way reserved for rail transit to improve its viability for transit use. The alignment of Bollinger Canyon Road and Dougherty Road should be revised near their southerly intersection. Bollinger Canyon Road should be continuous with Dougherty Road going south. North of Bollinger Canyon Road, Dougherty Road should intersect to require right turns to continue south on Dougherty Road, or left turns to continue east on Bollinger Canyon Road</p>	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact: Unacceptable LOS Expected at 16 Intersections Under 2010 No Project Conditions	Significant	6.5c: The Specific Plan trail system (Figure 13) should extend Class II bike lanes the full length of Dougherty Road. This bikeway system should be supplemented by on-street bicycle lanes on appropriate local roads to access all neighborhood commercial areas, parks, convenience retail areas, transit stops, park-and-ride lots, and the Village Center	Significant and unavoidable
		6.5d: The project proponents shall establish an ongoing transportation demand management (TDM) program during the buildout of the project that will include, at a minimum, a transportation coordinator to administer the TDM program, an information program regarding the transportation services available to residents, a telecommute work center in the Village Center, coordination efforts with employer-based TDM programs in the Tri-Valley area, and a monitoring program to determine the commute habits of project residents	
		6.5e: The project proponents should work with the local telephone company to ensure that all housing units are wired for electronic technologies that accommodate telecommuting by residents	
		6.6: The County, in conjunction with neighboring jurisdictions, should require all development contributing to 2010 No Project traffic conditions to contribute their pro rata shares toward the roadway improvements listed in Table 6-12. Calculation of pro rata share shall include an assessment of the benefits accrued to the project proponents	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact: Change in V/C from Acceptable to Unacceptable Conditions at 11 Intersections under 2010 With Project Conditions as Compared with 2010 No Project Conditions	Significant	<p>6.5: This measure is described above</p> <p>6.7: The project proponents should contribute a pro rata fair share to fund the 2010 With Project intersection improvements listed in Table 6-12</p> <p>6.8: Provide planned roadway improvements according to the DVSP to serve phased growth of the area</p> <p>6.9: Install traffic signals at all study intersections on site</p>	Significant and unavoidable
Impact: Further Degradation of an Unacceptable LOS at 12 Intersections under 2010 With Project Conditions as Compared with 2010 No Project Conditions	Significant	6.4, 6.7, 6.8, and 6.9: These measures are described above	Significant and unavoidable
Impact: Change in V/C from Acceptable to Unacceptable Conditions at 8 Intersections under Cumulative With Project Conditions as Compared with Cumulative No Project	Significant	6.10: The project proponents should contribute a pro rata share to fund implementation of the cumulative intersection improvements listed on Table 6-12 for the intersections of Camino Tassajara/Sycamore Valley Road, Dougherty Road/Old Ranch Road, and I-680 Northbound on-ramp/Sycamore Valley Road	Less than significant
Impact: Further Degradation of an Unacceptable LOS at 12 Intersections under Cumulative With Project Conditions as Compared with Cumulative No Project Conditions	Significant	6.11: The project proponents should contribute a pro rata fair share to fund implementation of the cumulative intersection improvements listed on Table 6-12 for the intersections of Camino Ramon/Crow Canyon Road, Blackhawk Road/Camino Tassajara, Dougherty Road/Dublin Boulevard, and Hopyard Road/I-580 Eastbound Off-Ramp. The project proponents' share would be that amount required to return the intersection to its LOS under No Project conditions	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Chapter 7. Air Quality			
Projected-Related Impacts			
Increased Emission of PM ₁₀ Dust	Significant	<p>7.1: The project proponents should use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and increase watering frequency whenever winds exceed 15 mph</p> <p>7.2: The project proponents should spray all dirt stock-pile areas daily as needed</p> <p>7.3: The project proponents should implement permanent dust control measures identified in the approved project revegetation and landscape plans as soon as possible following completion of any soil-disturbing activities</p> <p>7.4: Exposed ground areas that are planned to be reworked more than 1 month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established</p> <p>7.5: The project proponents should stabilize all disturbed soil areas not subject to revegetation using approved chemical soil binders, jute netting, or other methods approved in advance by the BAAQMD</p> <p>7.6: Construction vehicle speeds should not exceed 25 mph on any unpaved surface at the construction site</p>	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Generation of Construction-Related Ozone Precursor Emissions	Significant	<p>7.7: The project proponents should electrify equipment where practical</p> <p>7.8: The project proponents should maintain and operate equipment according to manufacturer's specifications, except as required by mitigation measure 7.9</p> <p>7.9: The project proponents should implement engine timing retard (4 degrees) for diesel-powered equipment or as recommended by manufacturer</p> <p>7.10: The project proponents should install catalytic converters on gasoline-powered equipment where required by law</p> <p>7.11: The project proponents should substitute gasoline-powered for diesel-powered equipment where feasible</p>	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Violation of Carbon Monoxide Emission Standards	Significant	<p>7.12: The project proponents should implement the intersection measures detailed in Chapter 6, "Circulation"</p> <p>Implementing mitigation measure 7.12 would result in the proposed project (with mitigation) violating the CO significance criteria at three of the 96 receptors as compared to six of 96 receptors for the proposed project without mitigation. These three receptors are located at two intersections: Dougherty Road/I-580 and Crow Canyon Road/Dougherty Road</p> <p>7.13: The project proponents should implement the transportation control measures contained in the Bay Area Air Quality Management District's Clean Air Plan 7.13. The DVSP incorporates the transportation control measures listed below, consistent with the proposed guidance in TCM 16 of the Bay Area 1991 Clean Air Act Plan. These measures should be implemented by the project proponents or other appropriate provider.</p> <p>(A) Commute Travel</p> <p>(1) Vans/Carpools. The project will provide preferential areas for carpool and vanpool pick up and parking. A community bulletin board will be available for carpool and vanpool notices.</p>	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>(2) Bus Service. The project will provide convenient access to public transportation with bus turnouts, passenger benches, and shelters. Retail outlets will sell transit tickets, including discount transit tickets.</p>	
		<p>(3) BART Connection. Feeder buses to BART are planned in cooperation with local transit authorities. The nearest BART station is 1.2 miles from the project.</p>	
		<p>(4) Employment. The project will provide residences near major employment centers in the area. It is expected that a large number of residents will work near the project. This will allow residents to choose among a variety of methods to commute to work, obviating or minimizing the use of private motorized transport. The project has been designed to provide affordable housing to workers employed nearby.</p>	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		(5) Bike Paths. The project includes an extensive network of bike paths linking the project to bicycle commuting routes. Bike trails will encourage biking for recreation and utility travel (commuting and shopping).	
		(6) Pedestrian Walkways. The project includes an extensive network of pedestrian pathways, both on street and off street, to encourage nonautomobile modes of transport.	
		(7) Telecommuting. The project includes a major telecommute center and other telecommuting facilities and opportunities that will allow employees to be linked to the workplace via computer, facsimile, and telephone networks.	
		(B) Noncommute Travel:	
		(1) Mixed Land Use. The project has been intentionally designed to include mixed uses within walking distance of one another to reduce the number of vehicle trips. Neighborhood services, such as food markets, post office, banks, and shops, are within walking distance of much of the project's residential development and are accessible through the network of pedestrian pathways.	
		(2) Recreation. The project will include recreation facilities, such as open space for hiking, parks, and movie theaters within walking and biking distance of residential units.	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		7.14: The County should modify signal timing to improve arterial traffic movement	
		7.15: The project proponents or other appropriate providers should provide bus feeder service to BART and other transportation infrastructure	
Increase of Ozone Precursor Emissions	Significant	7.12 through 7.15: These measures are described above	Significant and unavoidable
Cumulative Impacts			
Increase of Carbon Monoxide Emissions	Significant	7.12 through 7.15: These measures are described above	Significant and unavoidable
Increase of Ozone Precursor Emissions	Significant	7.12 through 7.15: These measures are described above	Significant and unavoidable
		7.16: The project proponents should revise the DVSP to include signal timing as measures to improve traffic flow	
		7.17: The project proponents should revise the DVSP to encourage bus feeder service to BART to be provided by a local bus provider	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Chapter 8. Noise			
Project-Related Impacts			
Exposure of Onsite and Offsite Land Uses to Construction Noise	Significant	<p>8.1: To reduce the exposure of onsite and offsite land uses to construction noise, the project proponents should employ noise-reducing construction practices by incorporating the following measures into contract specifications before the County's issuance of grading permits:</p> <ul style="list-style-type: none"> - All equipment should have sound-control devices no less effective than those provided on the original equipment. No equipment should have an unmuffled exhaust - As specified in the Contra Costa County General Plan noise element, construction activities should be concentrated during hours that are not noise-sensitive for adjacent land uses and should be commissioned to occur during normal work hours to provide relative quiet during the more sensitive evening and early morning hours. The County shall set the hours of heavy equipment operation when considering the tentative map approval - As directed by the Contra Costa County Community Development Department, the contractor should implement appropriate additional noise mitigation measures, including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activities, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources 	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Exposure of Residents and Other Noise-Sensitive Land Uses in the Planning Area to Traffic Noise Levels in Excess of Contra Costa County Standards	Significant	<p>8.2: To reduce noise to acceptable levels, the project proponents should locate new residences and other noise-sensitive land uses outside the 60-dB-L_{dn} contour lines caused by traffic and transit sources</p> <p>The project proponents should employ setbacks to locate noise-sensitive land uses, such as residences, schools, and health care facilities, outside the 60-dB-L_{dn} contour lines caused by traffic on roads or light rail trains on tracks directly adjacent to these land uses. Distances to 60-dB-L_{dn} contour lines for roads in the planning area are given in Tables 8-6 and 8-8</p> <p>or</p> <p>8.3: To reduce noise to acceptable levels, the project proponents should provide sound walls, berms, or other noise control measures between the roads and noise-sensitive land uses that must be located within the 60-dB-L_{dn} contour lines for reasons beyond the project proponents' control</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Exposure of Residents in the Planning Area to Noise from Training Activities at Camp Parks	Significant	<p>8.5: To reduce noise to acceptable levels, the project proponents should locate new noise-sensitive land uses on the project site so that noise from Army activities does not exceed County noise standards</p> <p>As a condition of approval of tentative subdivision maps, the project proponents should provide a detailed acoustical analysis describing how the interior noise level standard will be achieved for each residential area, subject to noise within the 60-dB contour line. This detailed acoustical analysis should be reviewed and approved by the Community Development Department before approval of final subdivision maps</p> <p>or</p> <p>8.6: To reduce noise to acceptable levels, the Army should relocate noise-generating activities so that noise from these activities does not exceed County noise standards at new noise-sensitive land uses in the planning area. This would be done at the project proponents' expense and only with the approval of the Army. As specified in policy 11-10 of the Contra Costa County noise element, this analysis should be conducted for all noise-sensitive land uses located within 6,000 feet of Camp Parks</p> <p>As a condition of approval of tentative subdivision maps, the project proponents should provide a detailed acoustical analysis describing how the interior noise level standard will be achieved for each residential area, subject to noise within the 60-dB contour line. This detailed acoustical analysis should be reviewed and approved by the Community Development Department before approval of final subdivision maps</p>	Less than significant
Potential Exposure of Residents in the Planning Area to Noise from Light Rail Train Passages	Significant	8.2 <i>or</i> 8.3 and 8.4: These mitigation measures are described above	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Exposure of Residents along Old Ranch Road to a Substantial Increase In Noise	Significant	<p>8.8: To reduce noise to acceptable levels, the project proponents should provide sound walls along Old Ranch Road adjacent to existing residences</p> <p>To reduce the increase in noise to a less-than-significant level, the increase in noise would need to be reduced by 2 to 3 dB. Construction of a standard sound wall would be expected to provide this level of noise reduction. The project proponents should provide sound walls along Old Ranch Road adjacent to existing residences, subject to the concurrence of the City of San Ramon</p> <p>8.9: To reduce noise to acceptable levels, the project proponents should upgrade the acoustical insulation of existing homes that abut Old Ranch Road where sound walls will not be effective in reducing exterior noise</p> <p>8.9a To reduce noise to acceptable levels, the project proponents should fund improvements to the roadway surface to reduce tire noise.</p> <p>8.9b To reduce noise to acceptable levels, the County should reduce the posted speed limit.</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Exposure of Residents along Dougherty Road near Old Ranch Road to Excessive Noise Levels	Significant	<p>8.10: To reduce noise to acceptable levels, the project proponents should provide sound walls or berms along Dougherty Road adjacent to current residences</p> <p>To reduce the noise impact that would result from implementation of the project to a less-than-significant level, the increase in noise would need to be reduced by 2 to 3 dB. Construction of a standard 6- to 8-foot sound wall or berm would be expected to provide this reduction. The project proponents should provide sound walls along Dougherty Road adjacent to current residences</p> <p>or</p> <p>8.11: The project proponents should upgrade the acoustical insulation of existing homes along Dougherty Road where sound walls or berms will not be effective in reducing exterior noise</p> <p>8.12: New homes being built in the City of San Ramon should be required to have adequate acoustical insulation so that additional homes will not need to be retrofitted</p>	Less than significant
Exposure of New Residents to Noise from Recreational and Cultural Facilities	Significant	8.13: To reduce the potential for complaints from neighbors, the project proponents should incorporate noise control features, such as setbacks and barriers, into the design of recreational and cultural facilities that have the potential to generate noise	Less than significant
Cumulative Impacts			
Exposure of Existing and Planned Noise-Sensitive Locations to Noise Levels in Excess of County Noise Standards	Significant	No mitigation is available	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Chapter 9. Soils and Geology			
Project-Related Impacts			
Substantial Change in Topography from Grading Operations	Significant	9.1: The project proponents should prepare a detailed grading plan that specifies areas to be graded and shows earthwork balances to be included in the Preliminary final development plan. These design-level studies should be based on geotechnical criteria provided by the geotechnical engineer for the project	Less than significant
Potential for Structural Damage and Injury to People from Development in Areas Susceptible to Landsliding and Slope Failure	Significant	9.2: The project proponents should avoid construction on large landslide and colluvial areas, as described in the geotechnical reconnaissance reports prepared for the Shapell and Windemere properties (ENGEO 1988, 1989)	Less than significant
		or	
		9.3: The project proponents should stabilize the landslide and colluvial deposits that present a hazard to development using corrective grading techniques aimed at achieving long-term stability. This stabilization process would:	
		<ul style="list-style-type: none"> - provide substantial drained and compacted buttress fills with flat benches to intercept potential debris flow from higher elevations and - use mass grading techniques to lower and flatten existing steep slopes that present a hazard to areas planned for development. 	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>9.4. The project proponents should form or participate in any existing Geologic Hazard Abatement Districts to establish funding mechanisms for any remedial work required after a project is constructed for landslides or other land disturbances in graded areas.</p> <p>9.4a: The project proponents should form or participate in any existing Geologic Hazard Abatement Districts (GHADs) to establish funding mechanisms for any remedial work required after a project is constructed for landslides or other land disturbances in graded areas. If a GHAD is not feasible or adequate, the project proponents will provide "seed money" into a new or existing funding mechanism utilized to handle subsequent maintenance and remedial repair. The responsibility of remedial work to correct all soil/slide problems will stay with the developer for two to three winter periods after the work is performed. Corrections will meet Contra Costa County Community Development and Public Works Department requirements for remedial work.</p>	
Potential for Injury to People in Open Space and Park Areas Susceptible to Landsliding and Slope Instability	Significant	9.5: The project proponents should prohibit access to identified debris flow areas in designated open space and park areas	Less than significant
Minor Potential for Structural Damage and Injury from Development in Seismic Risk Zone III	Less than significant	No mitigation is required	Less than significant
Potential for Structural Damage and Injury to People from Development on Materials Susceptible to Liquefaction	Significant	<p>9.6: The project proponents should prepare a detailed geotechnical report, which includes borings, to evaluate the hazard of liquefaction. If liquefiable soils are present, the report should identify measures to prevent minimize the effects of liquefaction and grading plans should be developed that implement those recommendations</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Potential for Increased Short-Term and Long-Term Soil Erosion Rates from Development on Soils with Moderate to High Erosion Hazards	Significant	9.7: The project proponents should prepare an erosion control and rehabilitation plan (ECRP) to control short-term and long-term soil erosion and sedimentation in nearby streams and rivers	Less than significant
Potential for Structural Damage from Development on Soils with High Shrink-Swell Potential	Significant	<p>9.8: The project proponents should use special design criteria for structures built on soils with high shrink-swell potential. The design could include features such as the following:</p> <ul style="list-style-type: none"> - extending building foundations to below the zone of moisture fluctuation with deep footings or drilled piers, - replacing the expansive top soil with a layer of select fill material with low expansion potential, or - laying rigid mat or slab foundation designed to resist the fluctuations associated with the soil expansion 	Less than significant
Grading on Hillsides with Slopes of 26% and Greater	Significant	9.1: This measure is described above	Less than significant
Development of Windemere Parkway Extension on Potentially Unstable Land East of the Planning Area	Significant	<p>9.9 The project proponents should design the Windemere Parkway extension based on a grading plan and engineering geotechnical study prepared as part of grading plans for the Windemere property under mitigation measure 9.1. The Windemere Parkway extension grading plan should be reviewed and approved by the County geologist or an engineering geologist acting on behalf of the County prior to the County's approval of the Preliminary final development plan for the Windemere property</p> <p>9.2-9.4: These mitigation measures are described above</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Development of Water, Wastewater, and Recycled Water Infrastructure on Potentially Geologically Unstable Land Within and adjacent to the Planning Area	Significant	<p>9.10: The project proponents should design all potable water, wastewater, and recycled water infrastructure to be located on undeveloped open space based on a grading plan and engineering geotechnical study prepared as part of grading plans under mitigation measure 9.1. The grading plan should be reviewed and approved by the County geologist or an engineering geologist acting on behalf of the County prior to the County's approval of the Preliminary final development plan for the affected property</p> <p>9.2-9.4: These mitigation measures are describe above</p> <p>15.31: This mitigation measure is described in Chapter 15, "Visual Quality"</p>	Less than significant
Chapter 10. Hydrology and Water Quality			
Project-Related Impacts			
Increased Runoff from the Planning Area	Significant	<p>10.1: The project proponents should construct onsite detention basins to reduce postproject peak floodflows to predicted preproject levels and promote infiltration. These methods could include one or a combination of onsite storage facilities</p> <p>10.2: The project proponents should establish a storm drain infrastructure system throughout the proposed project that safely conveys runoff from individual homes, lots, and streets to the major creeks via a system of culverts, gutters, and swales. This local flood protection should be provided for at least the 10-year local flood event</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Risk of Flood Damage from Development in the 100-Year Floodplain	Significant	10.3: The project proponents should increase the capacity of existing onsite major drainages. As a result of the degraded condition of the creeks in the planning area, the DVSP proposes a creek restoration program as stated under policy OSC-9, which includes the regrading of the creeks and channel modifications that would form terraces and accommodate major flood events and Policy OSC-10 which requires that regraded creeks be stabilized using a combination of vegetation and environmentally sensitive stabilization techniques. The proposed creek corridors will vary in width and configuration. Major creek corridors would average 300 feet in width, with fluctuations based on individual design and engineering considerations in order to provide adequate space for the full range of biologic, hydrologic, and recreational improvements. Smaller creeks and drainages are to be maintained within a 50-foot corridor. These channels should be sized to accommodate the anticipated 100-year floodflows	Less than significant
Increased Erosion during Construction	Significant	9.4: This measure is described above	Less than significant
Increased Water Quality Degradation Because of Urban Runoff	Significant	10.4: The project proponents should construct onsite retention or detention facilities or install silt or grease traps in the storm drain system for the proposed project drainage	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Hazardous Material Spills during Construction	Significant	10.5: The project proponents should ensure that their plan includes a substance control program for construction activities to reduce potentially significant impacts on water quality caused by a chemical spill. This program should require safe collection and disposal of hazardous substances generated during construction activities and should include an emergency response program to ensure quick and safe cleanup of accidental spills. The County should require a hazardous substance control and emergency response program to be approved by the Department of Public Works Director, with input from the City of San Ramon as a condition of preliminary final plan approval	Less than significant
Cumulative Impacts			
Increased Water Quality Degradation	Significant	10.4: This measure is described above	Less than significant
Increased Runoff and Flooding Downstream of the Planning Area	Significant	10.1: This measure is described above	Less than significant
Increased Channel Erosion Due to Construction of Bridge Crossings	Significant	10.6: Size bridges such that they do not constrict flows, particularly bankfull floodflows. Design of bridges should be performed by a registered civil engineer	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Chapter 11. Biological Resources			
Loss, Degradation, or Fragmentation of 3,911 Acres of Annual Grasslands	Significant	<p>11.1: The project proponents should manage existing grasslands in the proposed open space areas to reduce overall grazing intensity at the site by meeting or exceeding minimum management recommendations for leaving residual dry matter (RDM), as described for annual grasslands in the U.S Forest Service's Range Environmental Analysis Handbook. The grasslands appear to have been grazed at levels exceeding the recommended RDM standards. A qualified range ecologist and a wildlife biologist should prepare specific management recommendations for the open space areas. These recommendations should include permissible animal unit months and vegetative cover requirements to minimize erosion and ground-water impacts. These recommendations should be submitted to and approved by the County Community Development Department before approval of final subdivision maps adjacent to the areas to be grazed. A net reduction in grazing intensity is expected to have a beneficial impact on botanical and wildlife resources by increasing overall vegetative cover and improving plant species diversity, but this does not fully compensate for the loss of grassland habitat, nor does it compensate for fragmentation and isolation of remaining grassland habitat</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>11.2: The project proponents should reduce habitat fragmentation, compensate for the loss of grassland habitat, and maintain a large, contiguous tract of foraging and breeding habitat by purchasing or acquiring a conservation easement, or otherwise protecting from development, the property or properties adjacent to and east of the planning area (west of the existing homes along Tassajara Road). This conservation area should be managed similarly to the open space areas in the planning area, except that intensive public recreation should be prohibited from the conservation area. Conservation easements should be purchased prior to approval of final subdivision maps for the site. The project proponents should provide an endowment for long-term management of the conservation area. The conservation area will ensure that future habitat fragmentation will not occur along the eastern side of the planning area and that adequate wildlife corridors will remain along the east side of the planning area, thus maintaining a large contiguous area of foraging habitat for wildlife.</p>	
		<p>11.2: The County should reduce habitat fragmentation, compensate for the loss of grassland habitat, and maintain a large tract of foraging and habitat by protecting from development, the properties adjacent to and east of the planning area (west of the homes along Tassajara Road). This conservation area should be managed similarly to the open space area in the planning area, except that public recreation (e.g., hiking paths, bike ways, and recreation facilities) should be prohibited from the conservation area. Developers in the area should provide an endowment for long-term management of this conservation area. The conservation area would ensure that future habitat fragmentation would not occur along the eastern side of the planning area and that adequate wildlife corridors would remain along the east side of the planning area, thus maintaining a large contiguous area of foraging habitat for wildlife.</p>	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Elimination or Degradation of Valley Oak Woodland, Valley Oak Riparian Woodland, and Individual Oak Trees	Significant	<p>11.3: The project proponents should avoid adversely affecting oak trees and riparian vegetation in open space and parks and recreation use areas to the fullest extent possible during final project planning by rerouting proposed trails and pathways and relocating proposed facilities outside woodland areas</p> <p>11.3d: Avoid construction activities near valley oak habitats during the breeding season (March 15-July 15) to minimize disturbance of breeding wildlife. In general, construction activities within valley oak and other riparian habitats, along with a 150-foot buffer zone, should be prohibited during the breeding season (March 15-July 15). Ground-disturbing activities should be prohibited or severely restricted at all other times (July 16-March 14).</p> <p>11.4: If elimination of valley oaks is unavoidable, the project proponents should replace lost trees by planting ten seedlings greater than or equal to 15 gallons in size for each tree eliminated (Dougherty Valley Specific Plan Policy OSC-12)</p>	Less than significant
Elimination or Degradation of 2.6 Acres of Willow Riparian Forest	Significant	11.3 and 11.4: These measures are described above	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Elimination or Degradation of 0.4 Acre of Freshwater Marsh	Significant	<p>11.3 and 11.4: These measures are described above</p> <p>11.5: The mosquito abatement district should be included in wetland and riparian habitat restoration and enhancement planning. Recommendations from the abatement district will be used in wetland and riparian habitat design that will minimize the creation of mosquito breeding habitat and reduce the need for mosquito abatement activities</p> <p>11.6: The local mosquito abatement district should minimize the disturbance caused by mosquito abatement activities in wetlands during periods of active wildlife breeding activities (March 15-July 15). If mosquito abatement is required during the breeding season, the mosquito abatement district should conduct a wildlife survey to determine if sensitive wildlife species are present that could be disturbed (e.g., tricolored blackbirds and other colony-nesting species). If sensitive wildlife species are present and mosquito abatement is necessary, the mosquito abatement district should contact DFG to determine the appropriate procedures</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>11.7: The project proponents should all fence freshwater marsh habitats and at mitigation areas to restrict human and domestic animal access. Fencing should consist of materials that allow movement of wildlife (i.e., 3-inch mesh fencing) and should be placed 150 feet from the outer edge of the wetland. Fencing should be completed before a grading permit is issued. The Community Development Department should ensure fencing is completed before grading begins.</p> <p>11.7: The project proponents would fence all freshwater marsh habitats and mitigation areas in designated open space areas to restrict human and domestic animal (cattle or sheep) access. Fencing would consist of materials that would allow movement of wildlife (i.e., 3-inch mesh fencing) and should be placed a sufficient distance from the edge of the wetland to protect the resource area. Fencing would be completed before a grading permit is issued. The Community Development Department would determine appropriate buffer distances and ensure that fencing is completed before grading begins.</p> <p>11.8: The project proponents should prevent dredge or fill activities in jurisdictional wetland areas or compensate for the loss of unavoidable onsite freshwater marsh in consultation with DFG, USFWS, RWQCB, and the Corps as a condition of a Section 404 permit.</p>	
Elimination of Approximately 2 Acres of Alkali Meadow	Significant	11.3, 11.4, and 11.8: These measures are described above	Less than significant
Elimination or Degradation of 2.1 Acres of Seeps	Significant	11.3 through 11.8: These measures are described above.	Less than significant
Loss or Degradation of Stock Ponds	Significant	11.3 through 11.8: These measures are described above	Less than significant
Loss or Degradation of Perennial and Seasonal Creeks	Significant	11.3 and 11.8: These measures are described above	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Potential Loss of San Joaquin Spearscale and Brittle-scale Habitat	Significant	11.9: Prior to construction of any trail or other improvements in the alkali meadow area, a survey should be undertaken to determine whether the San Joaquin spearscale and brittle-scale are likely to be affected. If either species is found, they should be protected by redesign or abandonment of the proposed improvements (Sproal pers. comm.)	Less than significant
Pollution of Coyote Creek by Fertilizers and Chemicals from the Golf Course	Significant	<p>11.10: The project proponents should design the golf course and drainage systems by minimizing surface runoff into Coyote Creek. The project proponents will submit a golf course design plan with the preliminary development plan. The Community Development Department will ensure that the design of the golf course and drainage systems minimizes flow into the creek.</p> <p>11.10: The project proponents should implement the following mitigation measures to minimize golf course runoff into the creek:</p> <ul style="list-style-type: none"> ■ maintain a 50-foot buffer on each side of Coyote Creek through the length of the golf course; ■ prohibit grading or irrigation in the buffer; ■ include native plants in the plantings; ■ control stormwater and irrigation runoff onsite by planting dense turfgrass or hydroseeding grassy slopes; ■ develop retention basins in Coyote Creek to retain runoff; 	<p>Significant and unavoidable</p> <p>Less than significant</p>

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<ul style="list-style-type: none"> grade slopes to direct runoff toward swales and away from the creek; construct a small berm between Coyote Creek buffer and maintained turfgrass to prevent excess from entering the creek, if necessary; direct runoff with grassy swales into rough areas; and construct subsurface drains to collect excess water and direct it toward grassy swales. <p>The project proponents should submit a golf course design plan before approval of the final development plan. The Community Development Department would ensure that the design of the golf course and drainage systems minimizes flow into the creek.</p>	
Loss of Special-Status Aquatic Species and Their Habitats	Significant	11.1, 11.2, 11.3, 11.5, 11.7, and 11.8. These mitigation measures are described above	Significant and unavoidable
Loss of Special-Status Raptors and Their Habitats	Significant	11.11: The following measures should be implemented to determine if the owls nest in the planning area, and if so, to determine what measures need to be undertaken (if any) to protect the owls from construction activities and mitigate for the loss of breeding and foraging habitat. If the owls are found to nest in the planning area, nesting habitat may be created in the open space area or off the planning area to provide suitably protected burrows (possibly the land adjacent to and east of the planning area). The owls may move to this area on their own or they may be relocated if necessary	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Potential Direct and Indirect Adverse Effects on Nesting Raptors	Significant	11.12: The project proponents should commission preconstruction field surveys for active raptor nests. If active nests are found, the project proponents should maintain a buffer zone (possibly 300 feet in radius) around raptor nests while they are occupied or postpone construction activities until after the raptor breeding season (July 15-January 15)	Less than significant
Loss of Tricolored Blackbird Nesting and Foraging Habitat and Long-Term Disturbance to Tricolored Blackbird Nesting Habitat	Significant	11.13: The project proponents should be required to develop and implement a detailed mitigation plan to compensate for the loss of the tricolored blackbird nesting and foraging habitat	Less than significant
Minor Potential for Adverse Effects on Lands Suitable for Use by on San Joaquin Kit Fox Habitat	Significant	11.14: The project proponents and the open space land managers will prohibit the use of rodenticides in open space areas. 11.14: The project proponents and the open space managers would prohibit the use of rodenticides in open space areas. If ground squirrels or other rodent pests reach pest proportions, the open space managers would consult with USFWS to determine appropriate control measures that would not affect San Joaquin kit foxes.	Less than significant
		11.15: The project proponents should avoid construction activities in the northern tip of the open space area identified as occupied kit fox habitat, as shown in Figure 11-2	
Loss of 3,911 Acres of American Badger Breeding and Foraging Habitat	Significant	11.16: The project proponents should commission preconstruction surveys for badgers to determine the extent to which each construction phase could affect the species. If the badger is found, the project proponents should implement mitigation measures 11.1 and 11.2 (described above)	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Adverse Effects to Seeps, Riparian Habitat, Annual Grasslands, Western Pond Turtle, and California Red-Legged Frog from Construction of Windemere Parkway Extension to Camino Tassajara Road	Significant	<p>11.17: If the bridge alternative is selected, the project proponents should construct the bridge structure with no disturbance of the creek area within the line of ordinary high water and associated riparian vegetation, unless a bridge footing is required within this zone</p> <p>11.18: If the bridge alternative is selected and the project proponents are required to construct the bridge footing within the ordinary high-water line, specific measures to maintain water quality and minimize disturbance of the streambed and associated riparian vegetation will be implemented (Sproal pers. comm.)</p> <p>11.19: The project proponents should prevent fill material and sediments from entering the stream by placing silt fences, straw bales, and other erosion control techniques around the streamside perimeter of the construction sites. The project proponent would clean up and remove all loose soil and construction material from these areas on completion of construction</p> <p>11.20: The project proponents should replace trees removed by construction as specified in measure 11.4. In addition, the project proponents should enhance Tassajara Creek for a distance of 100 feet upstream and downstream of the centerline of the bridge by planting additional riparian trees. The planting should include valley oak, arroyo willow, and red willow</p> <p>11.21: If the culvert alternative is selected, the project proponents should construct culverts at a minimum of 10 feet in height, with a natural bottom to allow unimpeded animal access through the culvert</p> <p>11.22: If the culvert alternative is selected, the project proponents should minimize creek fill by designing the crossing to use retaining walls</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>11.23: The project proponents should replace the wetland area lost to road construction (seeps and any stream channel) by creating replacement wetland habitat of equal value (in quality and quantity) in Hidden Valley</p>	
		<p>11.24: The project proponents should modify three seeps in Hidden Valley to flow into pools excavated at their bases and plant riparian vegetation, including elderberry, around their perimeters to provide red-legged frog habitat. The project proponents should also transplant red-legged frog tadpoles to these ponds for a period of 3 years and monitor these pools for 2 additional years to determine whether the transplants are successful in establishing a breeding population. If the transplant does not succeed, tadpoles should be transplanted for 2 additional years and monitoring should be continued</p>	
		<p>11.25: The project proponents should revegetate all cut and fill slopes with a seed mix composed of annual grasses and native forbs, such as lupine and California poppy. The project proponents should revegetate all cut-and-fill slopes with a seed mix composed of annual grass and forbs typical for that region of Contra Costa County. The revegetation mix should be determined based on site-specific conditions, including the type of plant community disturbed and should include native and naturalized species found onsite.</p>	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>11.26: The project proponents should provide undercrossings at drainage culvert undercrossings to allow wildlife movement beneath, rather than across the road. Undercrossing design would be subject to DFG and USFWS approval</p> <p>11.27: The project proponent should install fencing along the roadway extension that would serve to direct wildlife through the road undercrossings. Fence design would be subject to DFG and USFWS approval</p> <p>11.28: Although cumulative losses are not significant, Contra Costa County should continue to implement and enforce Conservation Element policies 8-q and 8-t of the General Plan. To implement Policy 8-q, the County should acquire and protect or cooperate with such efforts by other agencies or organizations (such as the USFWS, DFG, or Contra Costa County Water District) to acquire and protect kit fox habitat in Contra Costa County. The County should encourage kit fox habitat management and enhancement on existing and future county, city, and regional park lands; and the County should acquire conservation easements on private rangelands and manage these lands for kit fox and other wildlife (e.g., restrict the use of rodenticides or limit dryland farming).</p> <p>To implement Policy 8-t, the County should protect kit populations in the County by not issuing rodent control permits for rodenticides, unless the applicant proves that kit foxes would not be affected by the application of rodenticides.</p>	
Cumulative Impacts			
Cumulative Loss and Fragmentation of Annual Grassland Habitat for Wildlife and Special-Status Wildlife Species	Significant	11.1 and 11.2: These measures are described above	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Minor Potential for Cumulative Loss of San Joaquin Kit Fox Habitat	Less than significant	No mitigation is required	Less than significant

Chapter 12. Cultural Resources

Project-Related Impacts

Damage to or Destruction of the Historic Louis Banke House (CA-Cco-440H)	Significant	12.1: To avoid damage or destruction of the Louis Banke house, the specific final development plan should specifically identify it for preservation and restoration as an integral component of the park in which it is located. Prior to actual restoration of the building, the property should be further evaluated by an architectural historian to document its specific historic values and context, develop concepts for its preservation, and prepare site record forms that meet current professional standards for architectural properties	Less than significant
Damage to or Destruction of Historic/Archeological Site (CA-723))	Significant	12.2: To avoid damage to or destruction of the historic site, the specific plan should specifically identify site CA-723 as an integral component of the park in which it is located. The specific decision whether to preserve this building or allow it to be recorded and torn down can be deferred to the future planning by the homeowners association that will operate the project's park. As part of that subsequent planning process, the property should be further evaluated by an architectural historian to document its specific historic values and context, develop concepts for its preservation, and prepare site record forms that meet current professional standards for architectural properties	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Damage to or Destruction of Several Important Prehistoric and Historic Archeological Sites Located on Camp Parks	Significant	<p>12.2: Prior to the approval of tentative maps, associated with site CA-723, the historic significance of the site shall be reviewed by the County. If the County determines the site to be of significant historic importance, the specific decision whether to preserve this building or allow it to be recorded and torn down should be made by a qualified archeologist and the County through the public hearing process. As part of that subsequent process, the property should be further evaluated by an architectural historian to document its specific historic values and context, develop concepts for its preservation, and prepare site record forms that meet current professional standards for architectural properties. All funding for these actions should be borne by the project proponents.</p> <p>12.3: With regard to impacts resulting from the alignment of Windemere Parkway, a minor change in the road alignment would avoid the identified prehistoric and historic sites. If these sites cannot be avoided by realigning the road, then further, more detailed archeological studies must be completed to evaluate the resource, and supplemental environmental review may be necessary if they are determined to be important</p> <p>12.4: With regard to impacts from construction of a future public/semi-public use (e.g., a community college), because no specific use is currently proposed for this area, and because any future use would be subject to CEQA review prior to implementation by a public agency, it is impossible to recommend specific mitigation at this time other than complete avoidance</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Damage to or Destruction of Potential Buried Archeological Resources	Significant	<p>12.5: To avoid damage or destruction to any potential buried cultural resources, the project proponents and the County should monitor grading activities and should immediately stop all work and inform the County Community Development Department if buried cultural resources are discovered</p> <p>and, if necessary</p> <p>12.6: If the find is determined to be important by the County, the project proponents should develop a detailed mitigation plan that includes procedures for resource recovery, avoidance and preservation, or restoration, based on recommendations by a qualified archeologist</p>	Less than significant

Chapter 13. Electromagnetic Fields

Project-Related Impacts

Exposure of New Residents to Electromagnetic Fields	Significant	<p>13.1: The precise electric and magnetic field strengths of the transmission lines in the Dougherty Valley planning area should be measured by a qualified professional and verified by PG&E</p> <p>13.2: The project proponents should determine the distance from the PG&E transmission lines at which electric and magnetic field strengths are equal to or less than those associated with local distribution lines. The project proponents should also identify the affected residential lots on proposed tentative maps. An advisory disclosure statement recorded on all deeds should disclose the potential adverse health effects of EMFs associated with the PG&E transmission lines and DHS's recommendation that individuals adopt a "prudent avoidance" strategy, limiting personal exposures to EMFs when it can be done at a reasonable cost and with reasonable effort</p>	Less than significant
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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Potential Exposure of School-Age Children at Public School Sites to Electromagnetic Fields	Less than significant	No mitigation is required	Less than significant
Chapter 14. Housing, Population, and Employment			
Project-Related Impacts			
Population Increase of About 29,000	Less than significant	No mitigation is required	Less than significant
Addition of 11,000 Units to the Tri-Valley Region Housing Supply	Beneficial	No mitigation is required	Beneficial
Increased County Employment	Beneficial	No mitigation is required	Beneficial
Improvement in Existing Jobs/Housing Ratio	Beneficial	No mitigation is required	Beneficial
Consistency with Contra Costa County's Affordable Housing Policy and ABAG's Fair Share Allocation for the County	Beneficial	No mitigation is required	Beneficial
Chapter 15. Visual Quality			
Project-Related Impacts			
Change in Visual Character from Rural/Pastoral to Residential/Commercial	Significant	No mitigation is available	Significant and unavoidable
Loss of a County-Designated Scenic Route	Significant	No mitigation is available	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Substantial Alteration of Natural Landforms	Significant	<p>15.1: The project proponents should maintain natural landforms and contours as much as possible by designing grading to balance cut and fill within planning areas so that there is no net export or import of earth between planning areas.</p> <p>15.2: The project proponents should design grading to emulate natural landforms in the immediate vicinity of the graded area. All manufactured slope edges should be rounded and slope percentages varied to create undulating cut-and-fill slopes. As specified in the DVDSP, slopes should average 3:1 horizontal-to-vertical, with no cut slope exceeding 2:1 and no fill slope exceeding 3:1 in steepness.</p> <p>15.3: The project proponents should revegetate with native vegetation on all graded areas, using species and patterns designed to emulate natural native vegetation patterns of the region. The revegetation program should be designed by a qualified revegetation specialist and approved and monitored by the County as a condition of tentative maps.</p>	Significant and unavoidable
45% Reduction in Visually Prominent Open Space	Significant	<p>15.4: The project proponents are proposing to dedicate the remaining open space areas to a qualified agency or organization to be conserved and managed to maintain remaining open space values in perpetuity.</p>	Significant and unavoidable

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Introduction of Structures and Other Built Features that May Reduce Visual Quality	Significant	<p>15.5: The project proponents should screen residential and commercial development and other built facilities with berms and native vegetation where these features will be visible from entrances into the planning area, recreation areas and features (e.g., trails), and scenic features (e.g., scenic routes and important viewing locations).</p> <p>15.6: The project proponents should restore native habitat types, especially wetland, riparian, and oak woodland types, for key areas within the scenic corridor to create greater diversity of high-quality visual resources in the planning area.</p> <p>15.7: The project proponents should ensure that only earthtone colors be used for all structures and buildings visible from adjacent residences, gateways, important viewing locations, recreation areas and features, and other important locations both on and off the planning area.</p> <p>15.8: The project proponents should design any signs, other than required traffic signs, to be less than 4 feet in height and 12 feet in width and constructed of native-appearing materials (e.g., colored and textured concrete, native stone, or wood) and use only earthtone or subdued colors.</p> <p>15.9: The project proponents should set back all houses, garages, storage units, and other structures of more than 6 feet in height a minimum of 25 feet from the center of the rounded edge of cut or fill slopes where the structures are to be located above the slope.</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>15.10: The project proponents should limit the height of all structures to 30 feet or less for all housing and commercial development on hillsides and terraces and 15 feet or less for areas between 25 and 40 feet from the center of the rounded edge of cut or fill slopes where the structures are to be located above the slope.</p>	
		<p>15.11: The project proponents should ensure that no buildings or structures (including water tanks) interrupt the continuous unbroken ridgelines within the planning area when viewed from gateway areas, recreation areas, recreation features, residences, or other important onsite or offsite locations.</p>	
		<p>15.12: The project proponents should design erosion control and drainage features to conform with the natural topography, vegetative patterns, and colors of the area and screen these features with berms and native vegetation.</p>	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Siting of Infrastructure Elements and Other Vertical Elements that Reduce Visual Quality	Significant	<p>15.13: The project proponents should site facilities in locations of low visual sensitivity and below ridgelines so that they do not visually interrupt the continuous unbroken lines of ridge tops when viewed from important locations both onsite and offsite.</p> <p>15.14: The project proponents should site facilities such as water storage tanks by minimizing sidewall exposure through methods such as full or partial burial, constructing berms, planting native vegetative screens, and using earthtone colors that blend closely with the natural surroundings.</p> <p>15.15: The project proponents should minimize visibility and visual impacts of access and maintenance roads by minimizing sidecast and cut-and-fill requirements, revegetating disturbed areas with native vegetation, siting roads and varying their width to fit closely with the natural topography, designing road portions located high on hillsides to be 4% outsloping with rolling dips and road portions located low on hillsides to be insloping with ditches and culverts, and surfacing roads with dense, graded, crushed aggregate.</p> <p>15.16: The project proponents should design any artificial water features to be small in scale and natural appearing.</p>	Less than significant
Roads and Road Improvements in Creek Corridors	Significant	<p>15.17: The project proponents should provide a setback for all roads in creek corridors a minimum of 150 feet between the creek centerline and the edge of the road and establish and maintain a native vegetation buffer in the setback area between the creek and road.</p> <p>15.18: The project proponents should retain and revegetate with native vegetation existing natural drainages where feasible.</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Introduction of Recreation Features and Elements that Reduce Visual Quality	Significant	<p>15.19: The project proponents should minimize grading and alteration of natural landform, creeks, and drainage elements for the golf course and other recreation areas, staging areas, and trails.</p> <p>15.20: The project proponents should maintain existing drainage ways above ground where feasible (i.e., use bridges at all street crossings of major drainages and place culverts only at minor road crossings over minor drainages and only for the minimum required crossing distance).</p> <p>15.21: The project proponents should establish a native vegetation buffer of a minimum width of 50 feet between creek centerlines and recreation features (e.g., volleyball courts, tennis courts, and other active recreation features) for Alamo Creek and the west branch of Alamo Creek throughout the planning area. Also, bicycle trails should not run closer than 50 feet to creek centerlines except near crossing points or observation or interpretive areas.</p> <p>15.22: The project proponents should design the golf course to maintain all drainages as open drainages and use only small bridges and short culverts for pedestrian, cart path, and maintenance-vehicle crossings.</p> <p>15.23: The project proponents should stabilize creek banks and make other improvements in recreation areas using only native-appearing construction materials (e.g., timber, rocks, and textured, earth-tone concrete) and native vegetation where feasible.</p> <p>15.24: The project proponents should site recreation trails and other similar features along one bank of the creek corridor and retain the other in a more natural condition.</p>	Less than significant

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Removal of Visually Important Vegetation	Significant	11.1 through 11.15: These measures are described above.	Less than significant
Visual Impacts of Fencing, Fire Breaks, and Fire Roads	Significant	15.15: This measure is described above. 15.25: The project proponents should use low fencing of welded wire mesh or barbed wire strand no higher than necessary to control stock and domestic animal access.	Less than significant
Introduction of Stormwater Detention Facilities	Significant	15.26: The project proponents should design stormwater detention facilities to fit the area's natural landform patterns and be curvilinear in form and with undulating sideslopes averaging 3:1 or less in steepness, use natural-appearing materials and colors for drainage facility structures, and screen all drainage facility structures from important viewpoints using native vegetation.	Less than significant
Light and Glare on Residents Both Onsite and Offsite	Significant	15.27: The project proponents should design lighting for concentrated night-lit areas, such as commercial areas, sports areas, community centers, gathering areas, and parking lots to minimize their offsite visibility by using downward- oriented high-pressure sodium lights and physical screening materials.	Less than significant
Cumulative Impacts			
Cumulative Regional Loss of Rural/Pastoral Visual Character, Reduced Views of Open Space, and Loss of Scenic Views in the Region	Significant	No mitigation is available	Significant and unavoidable
Chapter 17. Energy Conservation			
Construction-Related Energy Demands for Grading, Building Roads, and Other Infrastructure	Less than significant	No mitigation is required	Less than significant

Shading indicates change to this mitigation measure in Final EIR (see Errata).

Strikeout indicates deletion of text in Final EIR (see Errata).

Bold indicates new text in Final EIR (see Errata).

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Operations-Related Energy Demands	Significant	<p>17.1 Protect solar access. Each tentative map for residential developments over 10 units should incorporate design features to protect solar access. Heating and cooling needs comprise 30% of residential energy usage (California Energy Commission 1992); this is 168,300 therms per month for the 11,000 residential units proposed in the planning area. By protecting solar access and using orientation and vegetation to reduce the heating and cooling requirements of the structure, this energy usage would be substantially reduced.</p>	

Shading indicates change to this mitigation measure in Final EIR (see Errata).

Strikeout indicates deletion of text in Final EIR (see Errata).

Bold indicates new text in Final EIR (see Errata).

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>17.2 Include passive solar design. Forty percent of project residential units should be designed as passive solar, as defined by the Prescriptive Package A of the California Administration Code. Although vegetation and building orientation will provide natural reduction in heating and cooling needs, further use of design and equipment selection can further reduce the energy demands of a home. This requirement should not affect the architectural style of the home; these standards can be applied to many styles and structure types. Although the lower energy demand would benefit all homeowners, it would be particularly beneficial in the very low- to moderate-income households proposed for inclusion in the project area. A passive solar home is described as one that employs a passive solar strategy requiring a significant amount of south glass, a small amount of nonsouth glass, and a large area of exposed thermal mass (California Energy Commission 1992b). Package A includes criteria for each of the following elements:</p> <ul style="list-style-type: none"> - insulation levels; - maximum square footage of fenestration (glazing products) based on total floor area; - maximum nonsouth-facing wall square footage of fenestration based on total floor area; - minimum south-facing wall square footage of fenestration based on total floor area; - maximum window shading coefficient (amount of sunlight allowed through a window); and - minimum square feet of thermal mass, depending on size of home and material used 	

Shading indicates change to this mitigation measure in Final EIR (see Errata).

Strikeout indicates deletion of text in Final EIR (see Errata).

Bold indicates new text in Final EIR (see Errata).

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>Compliance with Package A should be demonstrated during regular Title 24 compliance procedures before issuance of a building permit by the County.</p>	
		<p>17.3 Include fluorescent fixtures. In addition to the requirements for fluorescent lighting in kitchens and bath as prescribed by the Energy Standards, all fixed lighting in new homes in the planning area shall accept fluorescent bulbs. This use would not be included in the Title 24 compliance package for the home; it would be included as an additional conservation measure. All homes should initially be outfitted with fluorescent bulbs with incandescent-like color rendition. This shall be a condition of final map approval and verified before issuance of the occupancy permit.</p>	
		<p>17.4 Include solar hot water heaters. Fifty percent of the homes should be provided with solar hot water heating. Inclusion of solar hot water heaters shall be demonstrated before issuance of a building permit. This would not be part of Title 24 compliance but rather an additional conservation feature. Hot water heating comprises 26% of a home's energy usage. In addition, all pools built in the planning area should be heated using solar heaters.</p>	
		<p>17.5 Protect rights to dry clothes outdoors. No development within the planning area should disallow clothes drying outdoors. This should be noted as a condition of all tentative and final map approval. However, aesthetic features that do not negate effective use of solar drying shall be allowed. Four percent of residential energy usage goes to clothes drying, which can be avoided during much of the year through outdoors clothes drying.</p>	

Shading indicates change to this mitigation measure in Final EIR (see Errata).

Strikeout indicates deletion of text in Final EIR (see Errata).

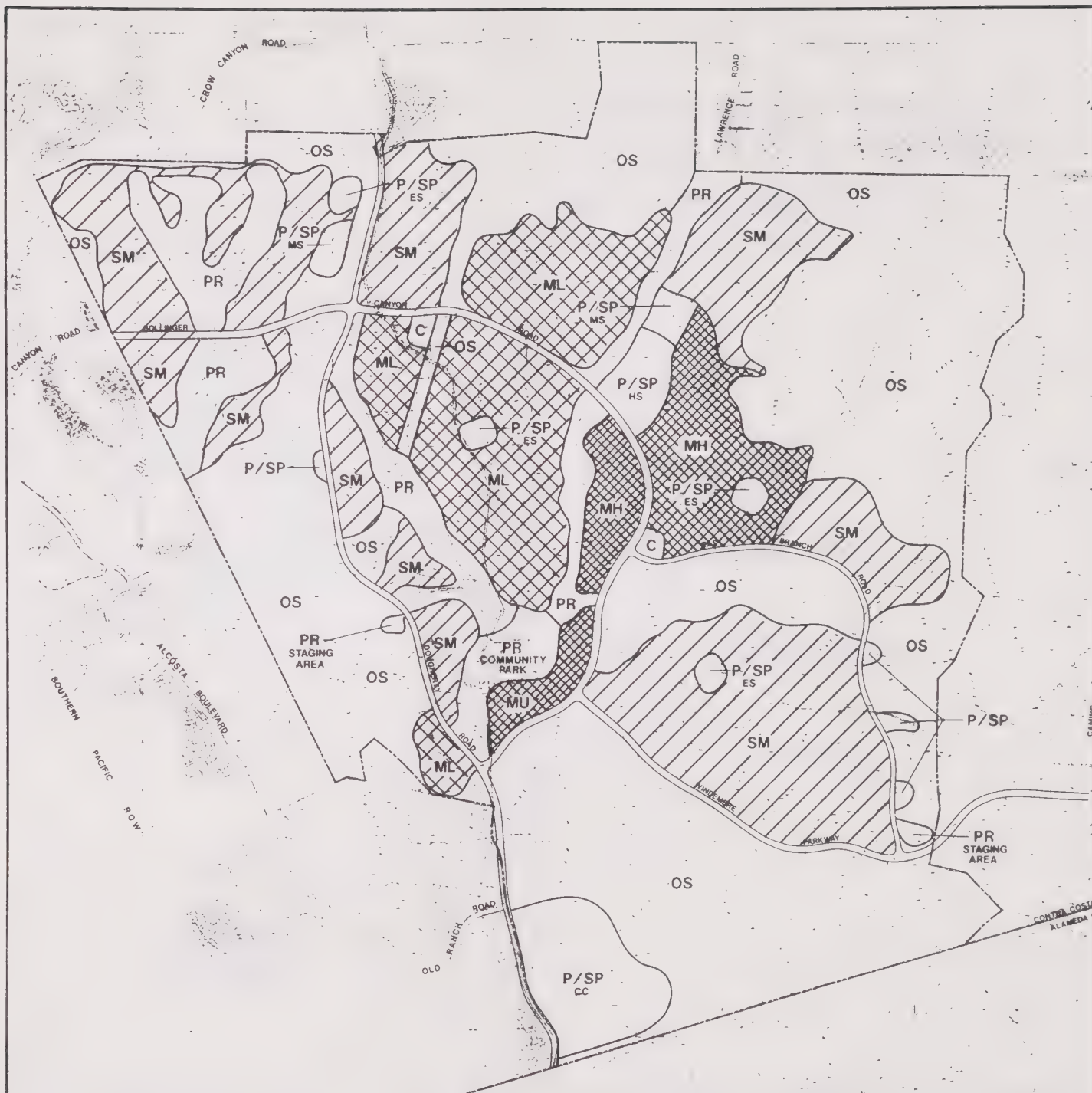
Bold indicates new text in Final EIR (see Errata).

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		17.6 Provide all new homeowners with a copy of Home Energy Manual (California Energy Commission 1992a), as currently required by the Energy Standards. The manual provides useful information to homeowners on a wide variety of energy-conserving features, designs, appliances, and practices. This pamphlet should be provided in the home as any other home/appliance warranty documentation. Compliance should be verified by the County before issuance of an occupancy permit.	

Shading indicates change to this mitigation measure in Final EIR (see Errata).

Strikeout indicates deletion of text in Final EIR (see Errata).

Bold indicates new text in Final EIR (see Errata).



LEGEND

Single Family Medium Density Residential

Multiple Family High Density Residential

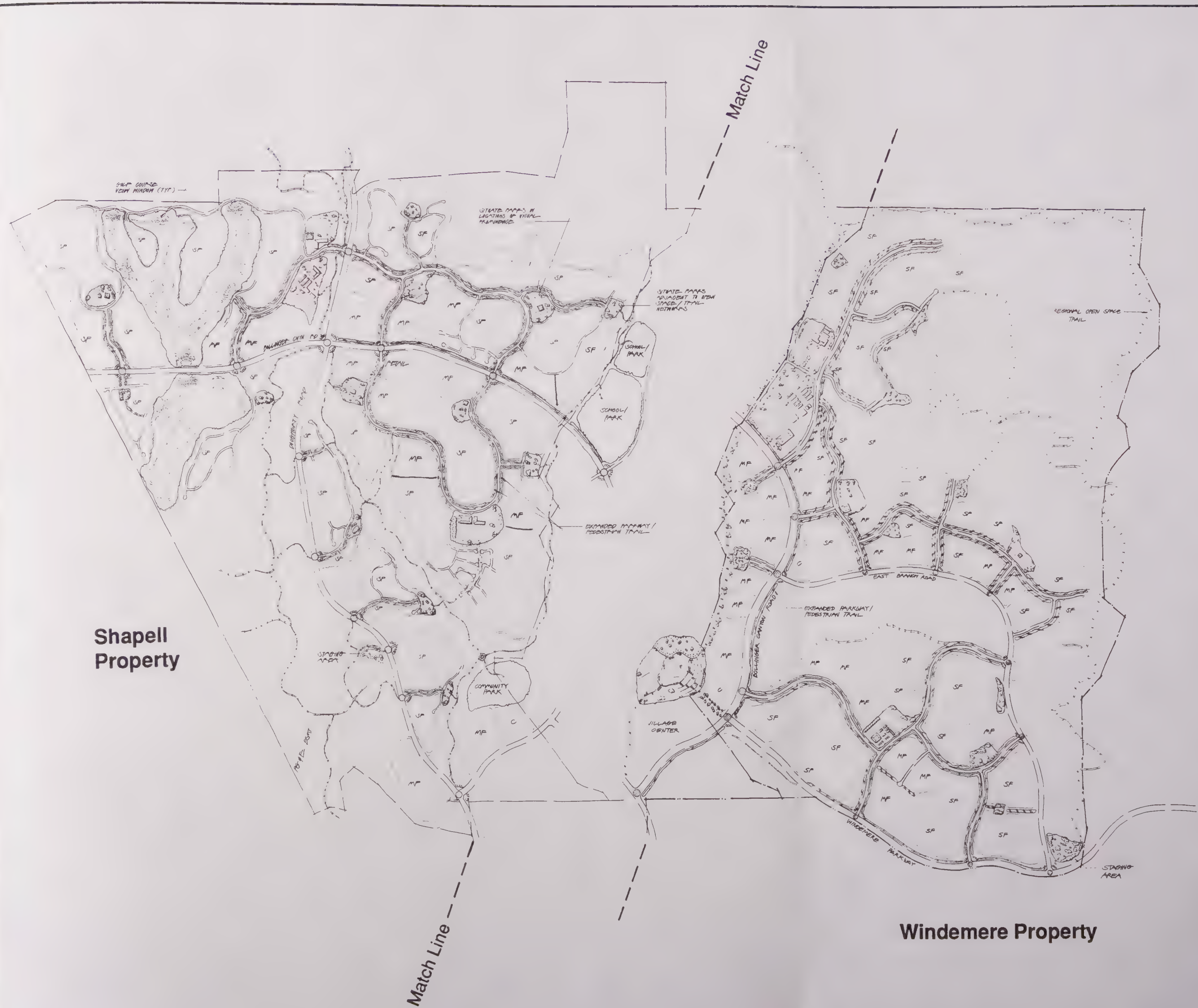
Multiple Family Low Density Residential



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FEET

Figure 3-6. Housing Density Distribution in the Dougherty Valley Planning Area

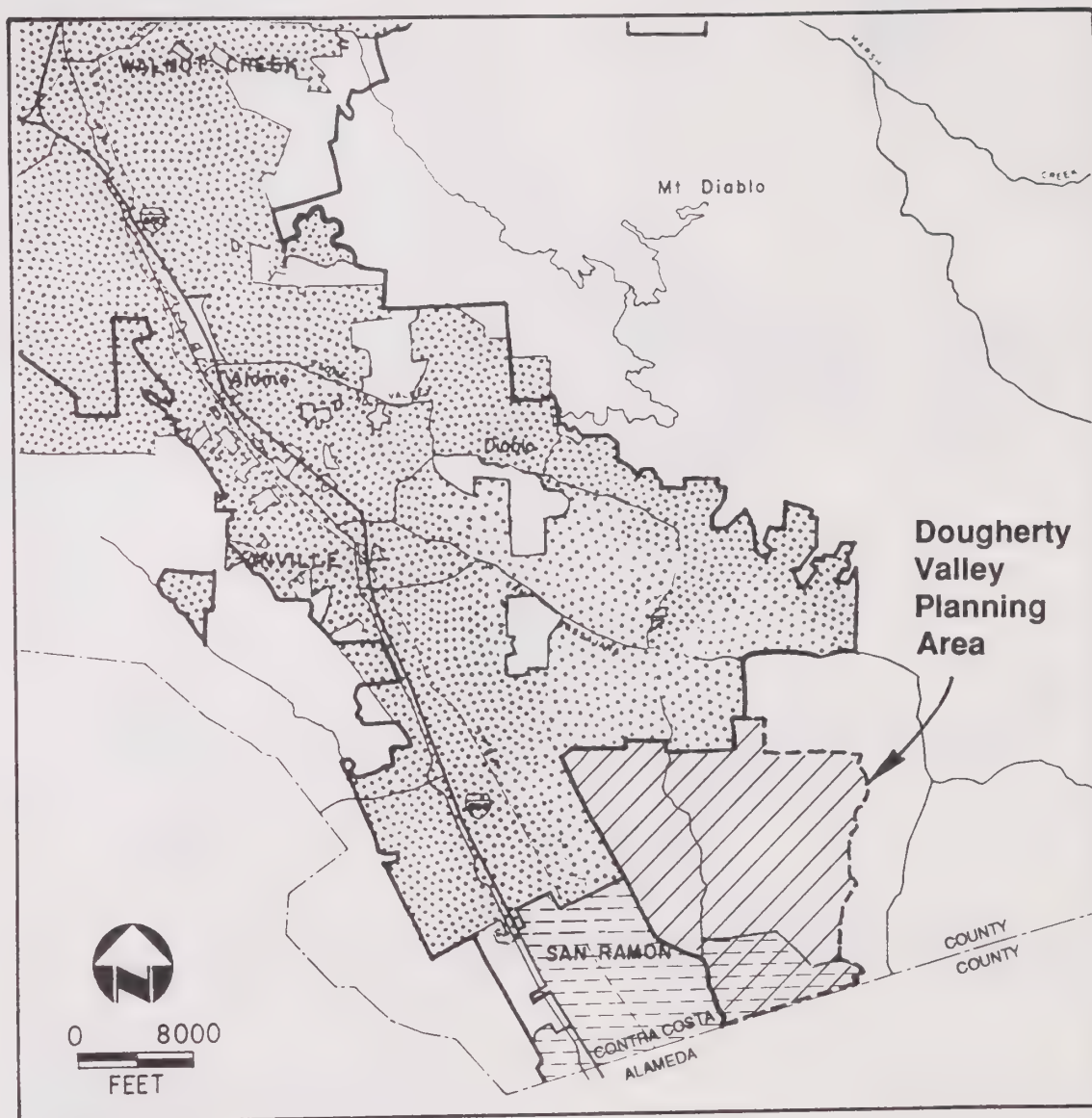
Figure 3-7.
Community Framework and
Housing Product Allocations
in the Dougherty Valley
Planning Area



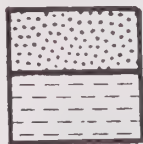
LEGEND

- SF Single Family
- MF Multiple Family
- C Commercial





LEGEND



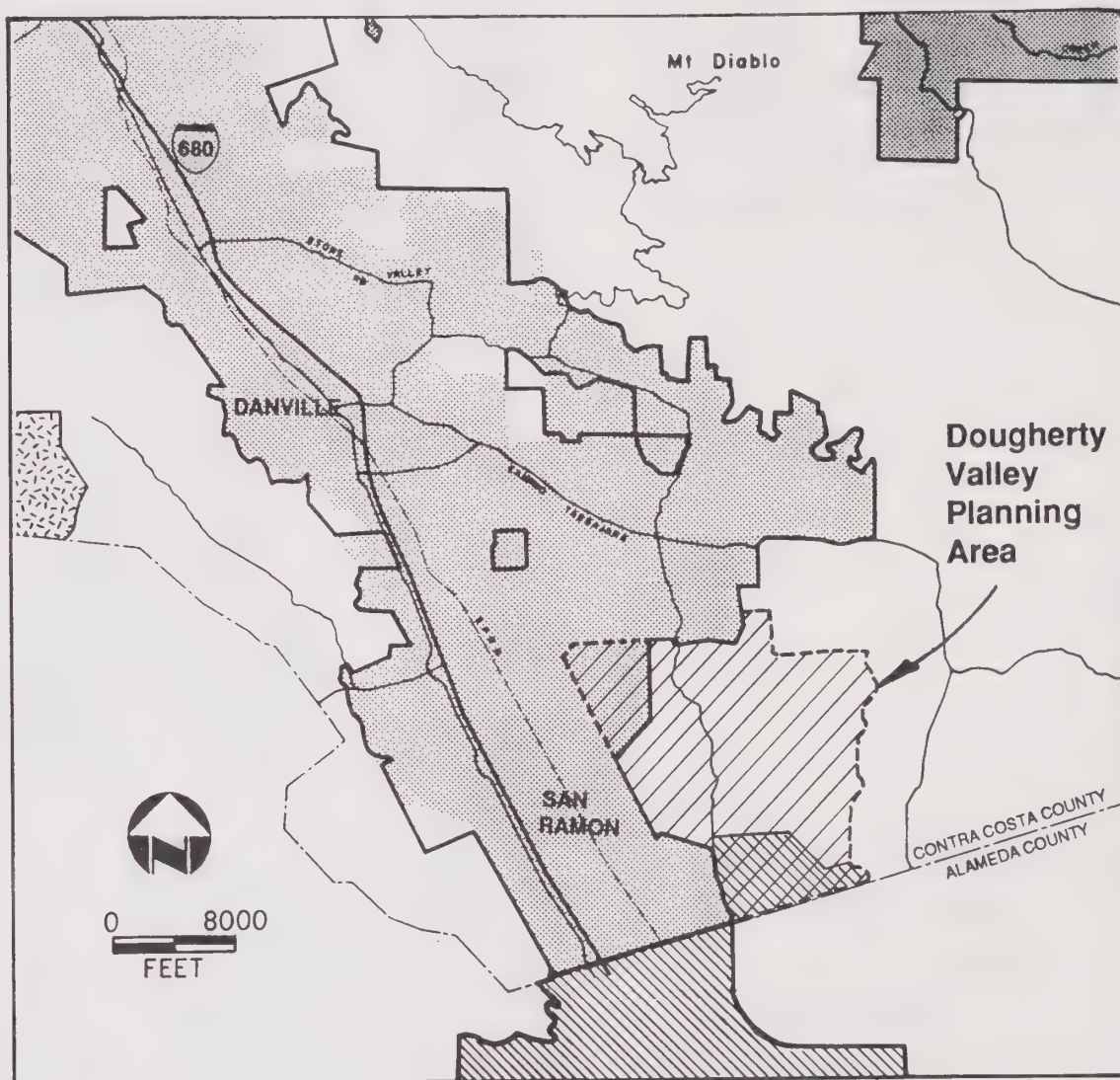
Central Contra Costa Sanitary District Service Area

Dublin - San Ramon Service District Service Area and Sphere of Influence

Central Contra Costa Sanitary District Sphere of Influence Boundary

Figure 5-1. Wastewater Service Districts in the Dougherty Valley Planning Area and Vicinity

Source: Contra Costa County Community Development Department 1991, Webb pers. comm.



LEGEND




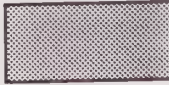
-  EBMUD Boundary
-  EBMUD Sphere of Influence Boundary
-  DSRSD Boundary and Sphere of Influence
-  CCWD Boundary

Figure 5-3. Water Service Districts in the Dougherty Valley Planning Area and Vicinity

Source: Contra Costa Community Development Department 1991, ROMA Design Group 1990, Webb pers. comm.

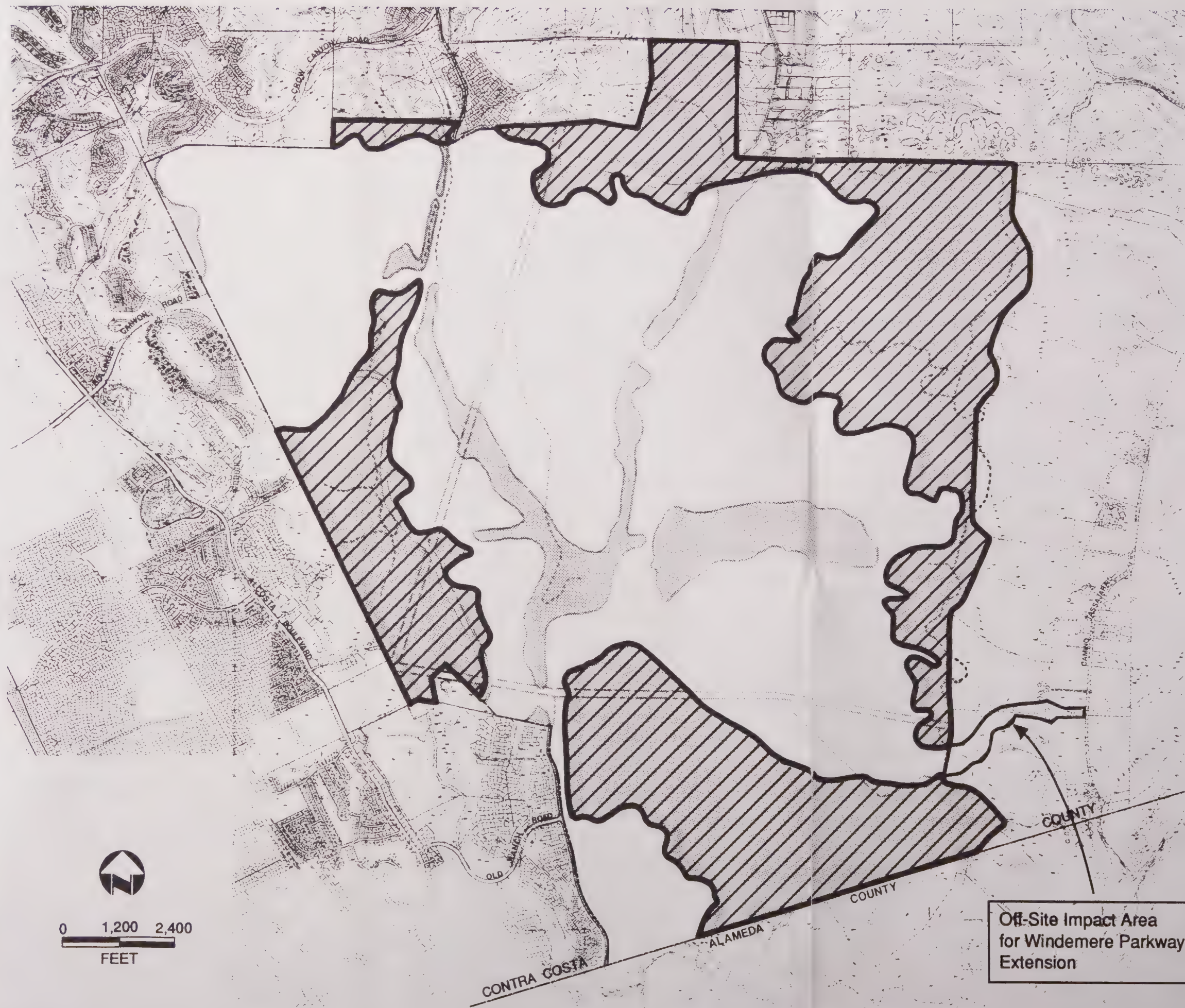



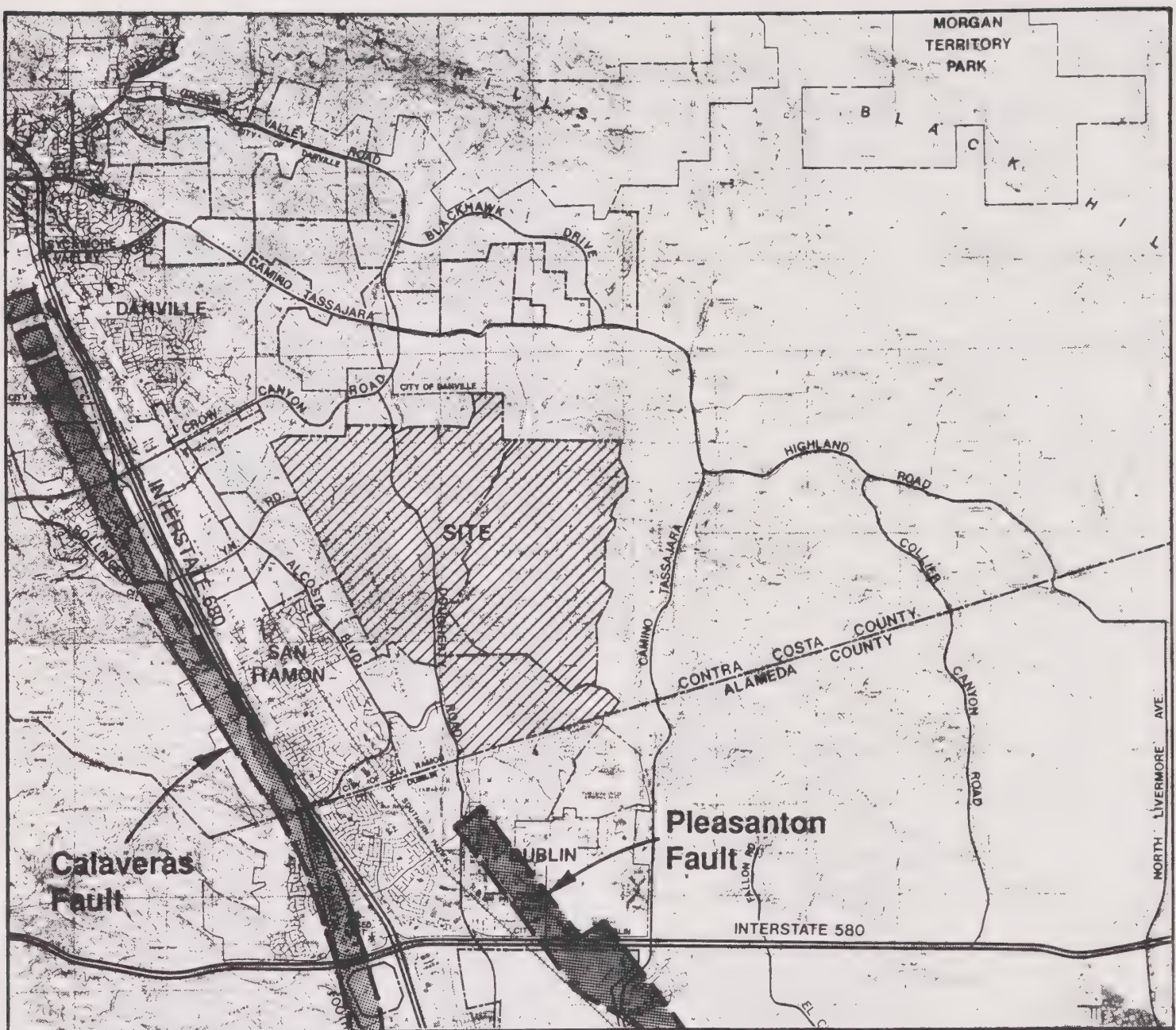


Figure 5-6.
Unimproved Open Space
in the Dougherty Valley
Planning Area



LEGEND

-  Proposed for Management by a Public Agency
-  Developed Impact Area (Mass Grading)
-  Areas in Which Grading Will Be Limited to Development of Special Facilities

Source: PBR 1992, Cutler and Lindenmeyers pers. comms.



LEGEND

-  Alquist - Priolo Special Study Zones
-  Dougherty Valley Planning Area

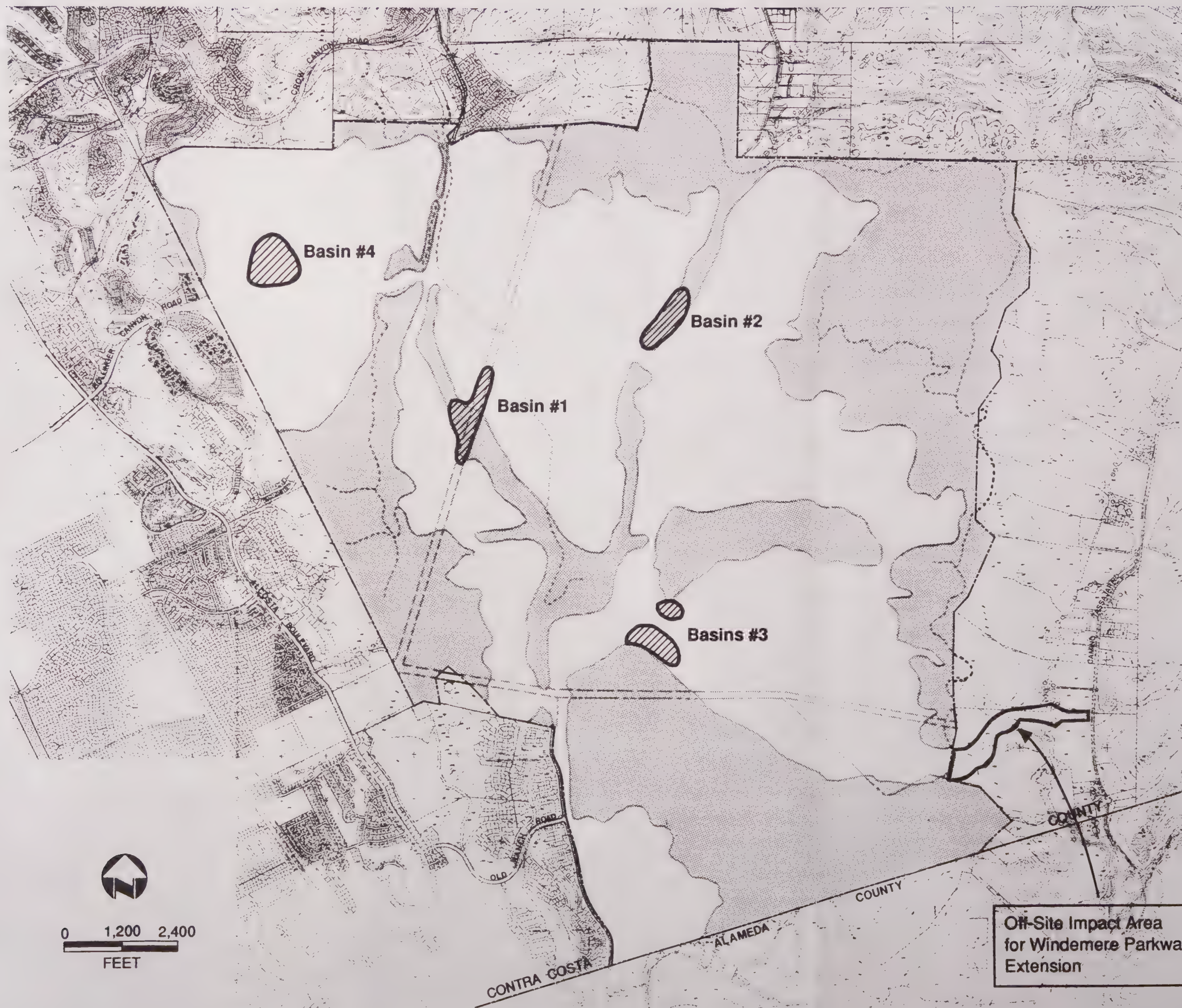


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Figure 9-11. Alquist - Priolo Special Study Zones

Source: Contra Costa County General Plan, and City of Dublin General Plan, City of San Ramon General Plan

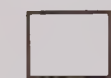
Figure 10-4.
Potential Dougherty Valley
Detention Basin Locations



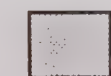
LEGEND



Detention Basins



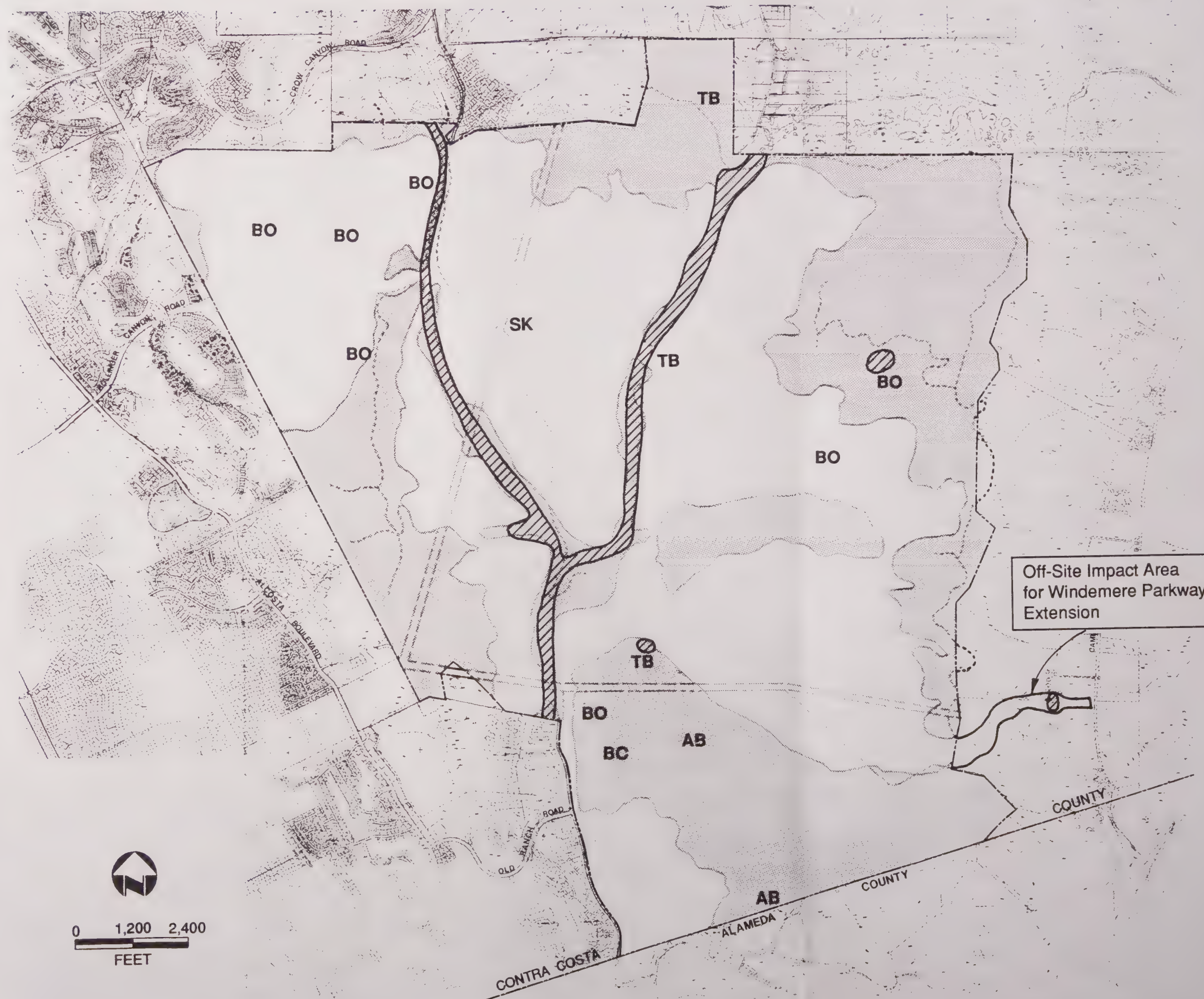
Developed Impact Area
(Mass Grading)




Areas in Which Grading Will Be
Limited to Development of
Special Facilities

Off-Site Impact Area
for Windemere Parkway
Extension

Figure 11-2.
Special-Status Wildlife
Species Locations and
Habitats in the Dougherty
Valley Planning Area



LEGEND


 California Red-Legged Frog and Western Pond Turtle Aquatic Habitat


BO Burrowing Owl Locations

TB Tricolored Blackbird Locations

AB American Badger Locations

SK San Joaquin Kit Fox Habitat (Designated as Occupied)

 Developed Impact Area (Mass Grading)

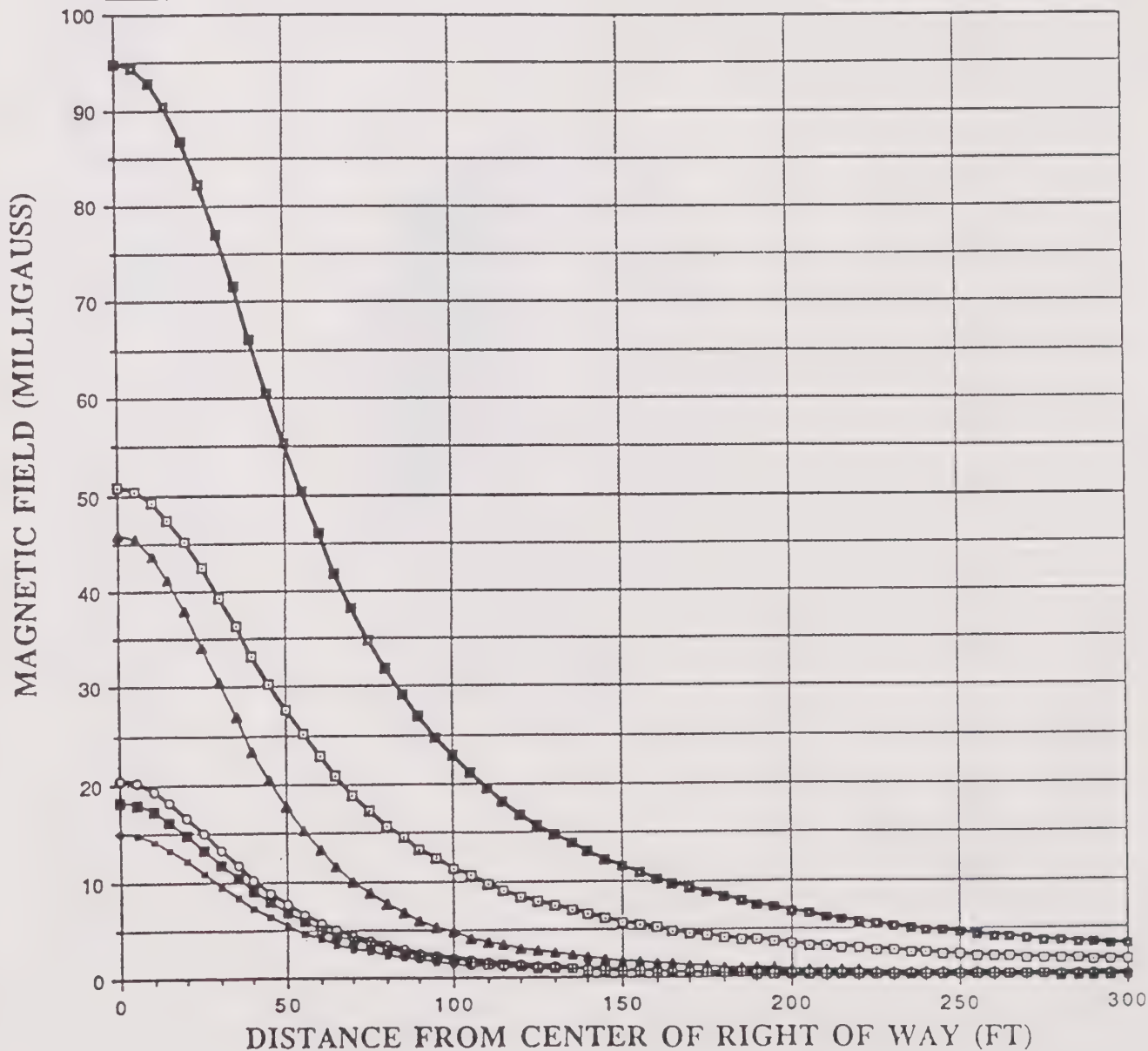
 Areas in Which Grading Will Be Limited to Development of Special Facilities

Sources: Contra Costa County Planning Department 1983; Ecological Analysts 1991; LSA Associates 1989, 1990; EIP 1990; WESCO 1991; Sproul pers. comm.

AT TYPICAL CONDUCTOR HEIGHT -- 45 FT.

MAGNETIC FIELD @ SUMMER INTERIOR NORMAL RATING CURRENT, 715 KCM AAC

- TYPE BI -- SUPERBUNDLE, 2 -COND. BUNDLE, 1256 A/PHASE
- ▲— TYPE BI -- CROSSPHASE, 2 -COND. BUNDLE, 1256 A/PHASE
- TYPE AH -- SUPERBUNDLE, SGL. COND., 628 A/PHASE
- TYPE AH -- CROSSPHASE, SGL. COND., 628 A/PHASE
- TYPE GREAT WESTERN STANDARD -- CROSSPHASE, SGL. COND., 628 A/PHASE *
- TYPE SIERRA STANDARD -- CROSSPHASE, SGL. COND., 628 A/PHASE

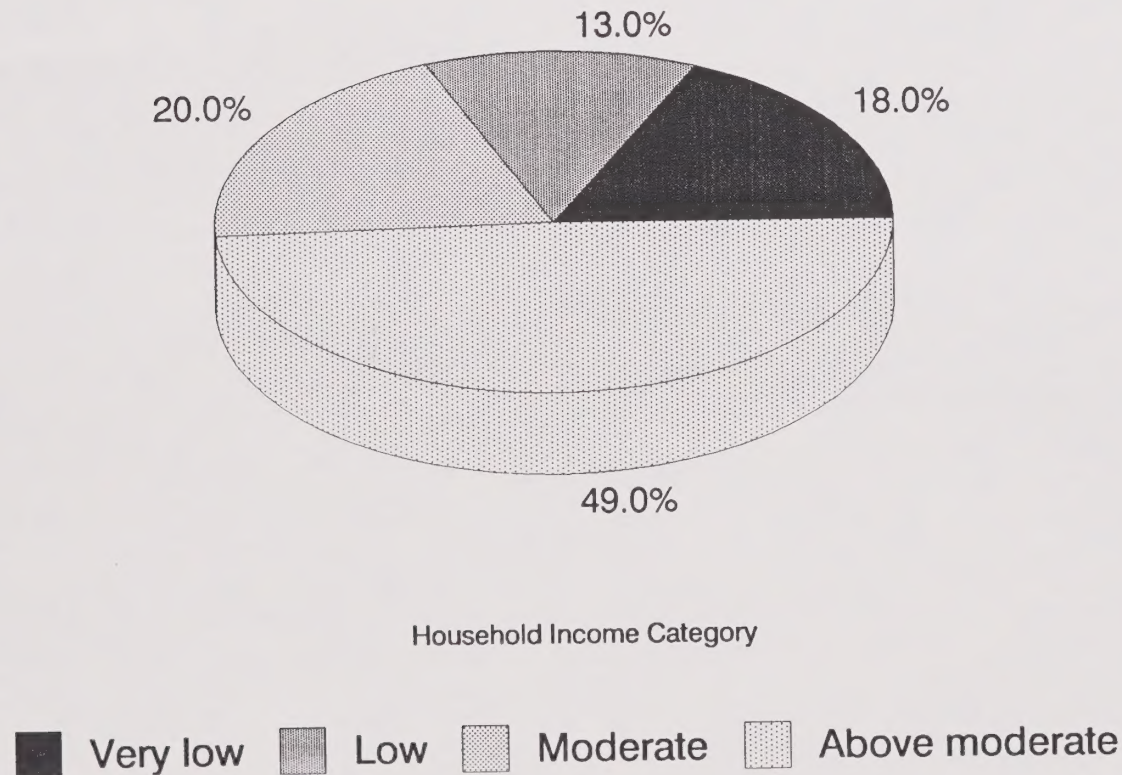


* Tower types found in Dougherty Valley

Figure 13-3. Magnetic Field Strength for Different Tower Types

Source: Gregory, pers. comm.

Figure 14-2. Projected Percentage of Total Housing Demand in the Tri-Valley Region to 1995 by Income Category



Source: Association of Bay Area Governments 1989

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